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Section

11

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Electric trains moving to or from non-electrified lines or lines blocked to electric trains

The people responsible: driver, signaller

11.1 Towards an isolated section

You can authorise the movement of an electric train or a multi-mode train operating in electric mode if it becomes necessary to:

signaller

- go beyond the signal or block marker protecting an isolated section or sub-section towards the limiting point as shown in isolation instructions
- make an unsignalled movement towards the limiting point as shown in isolation instructions.

However, you must make sure the driver fully understands what is to take place, and make sure that the approach to the isolated section is marked by a possession limit board (PLB) at the limiting point.

You must make sure you fully understand the limit the train must not go beyond.

driver

You must make these movements from the leading cab. The movement must not be propelled.

11.2 To and from non-electrified lines

You must make sure that all pantographs are lowered before moving an electric train to or from a non-electrified line or through a non-electrified crossover.

driver

If you are driving a multi-mode train, you must make sure that all pantographs on the train have been lowered before the train reaches a 'lower pantographs' sign at the changeover location.

driver**11.3 A line blocked to electric trains**

If a portion of line is blocked to electric trains, and it is necessary for an electric train or a multi-mode train operating in electric mode to be assisted to, through or from that section of line, or a multi-mode train is to operate using its own traction power, you must:

- lower all pantographs before you reach the 'lower pantograph' sign
- tell the driver of the assisting train when this has been done
- keep all pantographs in the lowered position throughout the movement
- make sure that the automatic power changeover (APCo) equipment on a multi-mode train is disabled so that it will not operate throughout the movement
- disregard all lineside signs associated with a permanent traction changeover
- not resume ac electric traction mode until you have arrived at or passed either the location the signaller has told you about or the locations indicated by signage.

11.4 Wrong-direction movements by a multi-mode train

If it is necessary for a multi-mode train to make a wrong direction movement past a location where power changeover (PCO) is necessary, you must make sure that the APCo equipment is disabled so that it will not operate throughout the movement.

driver

If the train begins the movement in electric mode, you must lower all pantographs before reaching the end of the OLE.

If the train begins the movement using its own traction power, you must not raise any pantographs until you are sure that all pantographs are beyond the start of the OLE.

You must carry out the same instructions if the train reaches another PCO location before the wrong-direction movement is completed.

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