



Work Instruction

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Operation of Moor Road Level Crossing

This Work Instruction outlines the procedures to be taken to safely operate Moor Road level crossing and should be read in conjunction with the relevant Middleton Railway safety documentation.

Only competent members of staff may operate Moor Road level crossing, in line with the procedure outlined below.

Instructions to train crew:

A train approaching Moor Road level crossing, from either direction, must come to a stand short of the footpath on the side of the road they are approaching, unless a clear signal is provided by a flagman or designated shunter to indicate that it is safe for the train to proceed on to the crossing.

The train must approach the crossing at caution until it can be seen that the crossing is clear and must traverse the crossing with the minimum of delay, in line with the prevailing speed limit.

Should a member of crew be required to alight and/or re-join the train on the approach to, or after traversing the level crossing, the train must come to a stand to allow this to happen.

Instructions to Crossing Keeper/Flagman/Shunter:

A flagman, or designated shunter acting as flagman, must signal oncoming road traffic to stop by holding out a red flag (or red lamp at night or in poor visibility) in such a manner that is clearly visible to road traffic. Any pedestrians must also be requested to stop in such a position that they are clear of intended train movements. In the event that no road traffic has approached the crossing when the train is ready to cross it, the flagman must continue to display a stop signal, and must remain vigilant as if road vehicles were present.

When the flagman is in position and exhibiting the red flag or lamp to road traffic, he must then provide a clear signal to the train driver that the train may proceed across the level crossing; this signal should not be capable of being misread by road users.

Once the train has fully entered the crossing (i.e. train occupies the width of the road), the flagman may leave the crossing, unless the flagman believes the train may not be able to fully clear the crossing or may roll back on to the crossing following the movement.

If more than one flagman is to be used, they should stand such that at least one flagman is on each side of the crossing, stand in the appropriate carriageway and facing oncoming traffic. The flagmen must come to a clear understanding as to who will signal to the train driver, and no other flagman should attempt to make any signal to the train driver.