



BANEDANMARK

ORF

Operational Rules for fjernbane

ORF-24-3 valid from 16.12.2024

Changes since previous version

IN.61

Change per 2024-12-16:

The role Watchman have been updated.

In connection with the publication of a new version of TSI OPE (2023), changes have been made in definitions, procedures and communication derived from this. The biggest change compared to Operating Instructions 1-7 is that some Operating Instructions have changed names, some fields have changed names and some fields have changed numbers. At the same time, "Backwards movement authorisation" has become Operational Instruction 21 and "Request working unit movement" has become Operational Instruction 22. In addition, there has been a language update in the text regarding Operational Instructions and their use.

Roles

RF.51

Watchman

RF.52 DEFINITION

The Watchman is responsible for warning personnel working within the personal safety distance where no possession has been established.

Change per 2024-12-16:

The Watchman is responsible for warning personnel working ~~closer than 4 metres to~~ within the nearest personal rail safety distance where no possession has been established.

Definitions

OR.DEF.685

Operational Instructions

Change per 2024-12-16:

~~Degraded~~ Operational operation Instructions

OR.DEF.233

Operational Instruction

OR.DEF.234

DEFINITION

An Operational Instruction is an instruction issued by the Signaller to the Driver to ensure safe operation when this cannot be provided by the signalling system.

An Operational Instruction must only be issued when the train is at a standstill and never past more than one ETCS stop marker at a time.

An Operational Instruction may be transmitted as verbal instructions for the driver to write down or handed out physically on paper to the Driver.

An Operational Instruction must not be transferred from one Driver to another Driver.

When an Operational Instruction has been issued it is valid until the movement is completed and the train has reached the end of authority, until it is revoked by an Operational Instruction 4, or a new Operational Instruction referring to the authorisation number of the previous Operational Instruction using "Additional instruction".

Warning systems at passenger and staff crossings are not necessarily activated for driving on Operational Instructions.

An Operational Instruction will state:

- which train it is issued to
- the time and date it was issued
- location of train (if relevant)
- location of issuer
- a clear, precise, unambiguous instruction
- an Unique Identification.

Field C is filled when the position of the train is at a kilometer reference in a location with two or more tracks next to each other. The field is filled with kilometer and number of track.

Change per 2024-12-16:

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An Operational Instruction must only be issued when the train is at a standstill and never past more than one ETCS stop marker at a time.

An Operational Instruction may be transmitted as verbal instructions for the driver to write down or handed out physically on paper to the Driver.

An Operational Instruction must not be transferred from one Driver to another Driver.

When an Operational Instruction has been issued it is valid until the movement is completed and the train has reached the end of authority, until it is revoked by an Operational Instruction 4, or a new Operational Instruction referring to the authorisation number of the previous Operational Instruction using "Additional instruction".

Warning systems at passenger and staff crossings are not necessarily activated for driving on Operational Instructions.

An Operational Instruction will state:

- which train it is issued to
- the time and date it was issued
- ~~from location whereof it train is~~ (if issued relevant)
- ~~the location where it is of valid issuer~~
- a clear, precise, unambiguous instruction
- an ~~authorisation~~ Unique number/identification.

Field DC is ~~used~~ filled when the position of the train is at a kilometer reference in a location with two or more tracks next to each other. The field is filled with kilometer and number of track.

Responsibilities

OR.DEF.235	Driver	When you receive an Operational Instruction you must check that the Operational Instruction refers to your train and, if relevant, its current location.
OR.DEF.236	Driver	When you receive an Operational Instruction 1, 2, 3, 4, 5, 6, 7 or 21, it takes precedence over other indications presented on the DMI except when a lower permitted speed or a lower release speed is displayed.

Change per 2024-12-16:

When you receive an Operational Instruction 1, 2, 3, 4, 5, 6, 7 or 21, it takes precedence over other indications presented on the DMI except when a lower permitted speed or a lower release speed is displayed.

OR.DEF.237 **Signaller**

You must issue the Operational Instruction to be executed as close as sensible to the affected area and only when the necessary conditions are met.

OR.DEF.238

Operational Instruction 1

OR.DEF.239 **DEFINITION**

Operational Instruction 1 is a permission to pass an end of authority using either SR-mode or with isolated onboard. It is used when the signalling system cannot issue a movement authority.

In addition to the general information contained in an Operational Instruction, the Operational Instruction 1 also specifies:

- the end of authority that is allowed to be passed
- relevant speed restrictions below 40 km/h
- additional relevant instructions.

Additional relevant instruction is e.g. on a failed level crossing.

See Book of forms Operational Instruction 1 for layout.

Change per 2024-12-16:

Operational Instruction 1 is a permission to pass an end of authority using either SR-mode or with isolated onboard. It is used when the signalling system cannot issue a movement authority.

In addition to the general information contained in an Operational Instruction, the Operational Instruction 1 also specifies:

- ~~exact location/identity of~~ the end of authority that is allowed to be passed
- relevant speed restrictions below 40 km/h
- additional relevant instructions.

Additional relevant instruction is e.g. on a failed level crossing.

See Book of forms [Operational Instruction 1] for layout.

OR.DEF.506

Operational Instruction 2

OR.DEF.507

DEFINITION

Operational Instruction 2 is a permission to proceed after an emergency stop. It is used when a train has entered TR-mode and necessary conditions for train movement to resume have been established.

If a train cannot resume driving on a movement authority after entering TR-mode, the Operational Instruction 2 also contain:

- permission to start in SR-mode
- relevant speed restrictions below 40 km/h
- instruction on specific observations to be made
- additional relevant instructions.

See Book of forms Operational Instruction 2 for layout.

Change per 2024-12-16:

Operational Instruction 2 is a permission to proceed after ~~entering an TR-mode~~emergency stop. It is used when a train has entered TR-mode and necessary conditions for train movement to resume have been established.

If a train cannot resume driving on a movement authority after entering TR-mode, the Operational Instruction 2 ~~will also specify~~contain:

- permission to start in SR-mode
- relevant speed restrictions below 40 km/h
- instruction on specific observations to be made
- additional relevant instructions.

See Book of forms [Operational Instruction 2] for layout.

OR.DEF.240

Operational Instruction 3

OR.DEF.241

DEFINITION

Operational Instruction 3 is an obligation to remain at a standstill.

Previously issued Operational Instructions must be revoked using the "Additional instructions" option.

When an Operational Instruction 3 is issued, the train is under obligation to remain at standstill until it is revoked by an Operational Instruction 4, or until it has been replaced by another Operational Instruction which explicitly refers to the issued Operational Instruction 3.

See Book of forms Operational Instruction 3 for layout.

Change per 2024-12-16:

Operational Instruction 3 is an ~~instruction~~obligation to remain at a standstill.

Previously issued Operational Instructions must be revoked using the "Additional instructions" option.

When an Operational Instruction 3 is issued, the train is under obligation to remain at standstill until it is revoked by an Operational Instruction 4, or until it has been replaced by another Operational Instruction which explicitly refers to the issued Operational Instruction 3.

See Book of forms [Operational Instruction 3] for layout.

OR.DEF.499

Operational Instruction 5

OR.DEF.500

DEFINITION

Operational Instruction 5 is an obligation to run with a speed restriction.

The Operational Instruction 5 may contain instructions on:

- speed restriction not supervised by the signalling system
- specific observations to be made
- additional relevant instructions.

See Book of Forms Operational Instruction 5 for layout.

Change per 2024-12-16:

Operational Instruction 5 is an ~~instruction~~obligation to run with a speed restriction.-

The Operational Instruction 5 may contain instructions on:

- speed restriction not supervised by the signalling system
- specific observations to be made
- additional relevant instructions.

See Book of Forms [Operational Instruction 5] for layout.

OR.DEF.890

Operational Instruction 6

OR.DEF.891

DEFINITION

Operational Instruction 6 is an obligation to run on sight. In addition to the instruction to run on sight, the Operational Instruction 6 contains information about to whom to report any observations made while driving.

See Book of Forms Operational Instruction 6 for layout.

Change per 2024-12-16:

Operational Instruction 6 is an ~~instruction~~obligation to run on sight.

In addition to the instruction to run on sight, the Operational Instruction 6 contains information about to whom to report any observations made while driving.

See Book of Forms [Operational Instruction 6] for layout.

OR.DEF.576

Operational Instruction 7

OR.DEF.577

DEFINITION

Operational Instruction 7 is a permission to start in SR-mode after train awakening. It is used when the signalling system cannot issue a movement authority because the location status stored by the onboard is reported invalid or unknown.

In addition to the general information contained in an Operational Instruction, the Operational Instruction 7 specifies:

- the end of authority that is allowed to be passed
- permission to start in SR-mode
- relevant speed restrictions below 40 km/h
- additional relevant instructions.

See Book of forms Operational Instruction 7 for layout.

Change per 2024-12-16:

Operational Instruction 7 is a permission to start in SR-mode after train awakening. It is used when the signalling system cannot issue a movement authority because the location status stored by the onboard is reported invalid or unknown.

In addition to the general information contained in an Operational Instruction, the Operational Instruction 7 specifies:

- ~~exact location/identity~~ of the end of authority that is allowed to be passed
- permission to start in SR-mode
- relevant speed restrictions below 40 km/h
- additional relevant instructions.

See Book of forms [Operational Instruction 7] for layout.

OR.DEF.548

Operational Instruction 22 - Request working unit movement form

OR.DEF.549

DEFINITION

Operational Instruction 22 is used for planning of movements with working units.

Part A contains the working unit data and is prepared by the Driver prior to contacting the Signaller. Part B is used to plan the schedule for the mission and is prepared by the Signaller based on the information provided by the Driver on part A.

See Book of forms, Operational Instruction 22, for layout.

Change per 2024-12-16:

~~The request working unit~~Operational movement Instruction form 22 is used for ~~impromptu~~ planning of movements with working units.

Part A contains the working unit data and is prepared by the Driver prior to contacting the Signaller. Part B is used to plan the schedule for the mission and is prepared by the Signaller based on the information provided by the Driver on part A.

See Book of forms, [~~Request working unit~~Operational unit Instruction movement 22], for layout.

OR.DEF.686

Driving

OR.DEF.552

Backwards movement

OR.DEF.553

DEFINITION

A backwards movement is to intentionally move the train in the opposite direction to the active desk. Backwards movements are used in case a train has overrun a stopping location, or has mistakenly been routed in the wrong direction.

Backwards movements are only used when it is not possible to drive the train from the forward facing cab of the movement.

Passenger trains do not perform backwards movements.

Backwards movements are normally performed in SH-mode, but may in special cases be performed with an isolated onboard if the Driver has been forced to isolate the onboard.

A backwards movement is performed when the Driver remains in the lead cab and receives authority from the Signaller by the use of Operational Instruction 21.

See Book of forms, Operational Instruction 21, for layout.

Change per 2024-12-16:

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Backwards movements are only used when it is not possible to drive the train from the forward facing cab of the movement.

Passenger trains do not perform backwards movements.

Backwards movements are normally performed in SH-mode, but may in special cases be performed with an isolated onboard if the Driver has been forced to isolate the onboard.

A backwards movement is performed when the Driver remains in the lead cab and receives authority from the Signaller by the use of ~~the BackwardsOperational movement authorisation~~ Instruction form 21.

See Book of forms, ~~BackwardsOperational movement~~ Instruction authorisation 21, for layout.

OR.DEF.690

OR.DEF.583

OR.DEF.584

DEFINITION

Terms

Authority to move

An authority to move is a collective term used for the permission given to a Driver to move a train or vehicle.

An authority to move can be given by:

- movement authority on the DMI
- Operational Instruction 1, 2, 7 or 21 from the Signaller to the Driver
- shunting instructions from the Shunter to the Driver.

Change per 2024-12-16:

An authority to move is a collective term used for the permission given to a Driver to move a train or vehicle.

An authority to move can be given by:

- movement authority on the DMI
- Operational Instruction 1, 2 or 7 from the Signaller to the Driver
- the form "Backwards movement or authorisation" 21 from the Signaller to the Driver
- shunting instructions from the Shunter to the Driver.

Responsibilities

OR.DEF.585	Driver	You may only begin procedures to move your train or vehicle when an authority to move has been received.
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Procedures

1947		Normal operation
3151		Driving with working unit
3152	Precondition	The Driver of a working unit is ready to perform a movement.
3153	Purpose	To exchange information according to Operational Instruction 22 and, if required, plan the movement in the signalling system.
		<p>Change per 2024-12-16:</p> <p>To exchange information according to the "<u>Request working unit Operational movement</u>" Instruction form 22 and, if required, plan the movement in the signalling system.</p>
		<u>PROCEDURE</u>
3154	Driver	<p>The Driver must fill in part A of the "Request working unit movement" form. In case the movement is done according to a pre-ordered timetable, the Driver may omit filling in information about location to start mission, preferred start time, destination and preferred arrival time.</p> <p>The Driver must then contact the Signaller and request the movement and hand over the information on part A of the form. In case the movement is done according to a pre-ordered timetable, the request must also contain the train running number.</p>
3155	Signaller	When a Driver requests a working unit move, the Signaller must complete part A on the Operational Instruction 22 according to the Driver's request.

Change per 2024-12-16:

When a Driver requests a working unit move, the Signaller must complete part A of the ~~“Request working unit movement”~~ Operational Instruction form 22 according to the Driver's request.

3158 Signaller If the movement is planned in advance, the Signaller must ensure that the information on part A of the form is consistent with the information in the signalling system.

If the movement is not planned in advance, the Signaller must ensure that the movement is planned in the signalling system.

3159 Signaller If the movement is planned in advance, and it is ensured that the information on part A of the form and in the signalling system is consistent, the Signaller must contact the Driver and confirm that the information in the signalling system is correct.

If the movement is not planned in advance, the Signaller must ensure that part B of the form is completed and then contact the Driver to dictate the information from part B.

3160 Driver When the Signaller has confirmed that the information in the signalling system is correct, or when part B of the form is completed according to the Signaller's instructions, the Driver may apply procedure Normal operation - Enter onboard train data.

3876 Signaller If the working unit has to exit out of the Signaller's area of responsibility, the Signaller must hand over the content of part A of the form to the Signaller or Legacy Signaller who will receive the working unit.

2731

Degraded operation

3255

Overrunning/routed in wrong direction

3256 Precondition

A train has overrun its scheduled stopping location or is routed in a wrong direction and is at a standstill.

3257 Purpose

To assess if the train will remain at the current location, continue, or be moved to another location.

PROCEDURE

3258 Railway Undertaking



The Railway Undertaking must have procedures describing if backwards movements are permitted with non passenger trains.

3259 Driver

If a scheduled stopping location is overrun or a train is routed in the wrong direction the Driver must inform the Signaller, providing additional information regarding the actual location of the train and any expected delays to current operations.

3260	Signaller	<p>When informed of an overrun, or a train routed in a wrong direction, the Signaller must in close cooperation with the Driver determine the appropriate response.</p> <p>The Signaller must determine if:</p> <ul style="list-style-type: none"> - the passengers may be exchanged without moving the train - the train must continue - the Driver must be instructed to close the desk and perform train awakening in the other end of the train - the train must perform a backwards movement (provided that the train is not a passenger train).
3261	Signaller	<p>The Signaller must instruct the Driver about how to proceed.</p>
3262	Signaller	<p>If the train has to perform a backwards movement, and the train does not carry passengers, the Signaller must:</p> <ul style="list-style-type: none"> - disable automatic route setting - revoke any movement authority into the area behind the train - ensure no train or vehicle has authority to move into the necessary track section(s) behind the train - establish a temporary shunting area around the train, or set a route for shunting, to allow the backwards movement - instruct the Driver to complete an Operational Instruction 21. <div style="border: 1px dashed gray; padding: 10px; margin-top: 10px;"> <p>Change per 2024-12-16:</p> <p>If the train has to perform a backwards movement, and the train does not carry passengers, the Signaller must:</p> <ul style="list-style-type: none"> - disable automatic route setting - revoke any movement authority into the area behind the train - ensure no train or vehicle has authority to move into the necessary track section(s) behind the train - establish a temporary shunting area around the train, or set a route for shunting, to allow the backwards movement - instruct the Driver to complete the form an <u>"BackwardsOperational movementInstruction authorisation"21.</u> </div>
3263	Driver	<p>When instructed by the Signaller, the Driver must complete Operational Instruction 21, provided that backwards movements are permitted by the Railway Undertaking.</p> <p>When Operational Instruction 21 is completed, the Driver must press "Shunt" to enter SH-mode and perform the movement as instructed. The Driver must inform the Signaller when the movement is completed, and the train is at a standstill.</p>

Change per 2024-12-16:

When instructed by the Signaller, the Driver must complete ~~the form "Backwards Operational movement Instruction authorisation"21,~~ provided that backwards movements are permitted by the Railway Undertaking.

When ~~the form backwards Operational movement Instruction authorisation21~~ is completed, the Driver must press "Shunt" to enter SH-mode and perform the movement as instructed. The Driver must inform the Signaller when the movement is completed, and the train is at a standstill.

3264 Signaller

When the Driver informs the Signaller that the backwards movement is completed, and the train is at a standstill, the Signaller must instruct the Driver to exit SH-mode and prepare the train to continue its mission.

When the train has exited SH-mode, the Signaller must end the temporary shunting area, or ensure the entire route for shunting is released, as applicable.

3561 Driver

When instructed by the Signaller, the Driver must exit SH-mode and initiate the procedure Normal operation - Enter onboard train data to continue the mission.