

ROGS Sidings and Safety Critical Work – Interpretation and Guidance

The term 'siding' has a very wide meaning within the railway industry and can mean any track where railway vehicles may be left, i.e. are not an operating train for the time being. The duration that such vehicles are in a 'siding' may vary from minutes to years.

Sidings not included in definition of 'transport system'

1. Marshalling Yard or Freight Depot Sidings – These sidings are part of a facility for making up/splitting trains/changing locomotives or for loading/unloading rail freight vehicles.
2. Maintenance Depot Siding – These sidings are part of a traction and rolling stock maintenance facility
3. Stabling, wagon or Carriage Sidings – These sidings are used to stable rail vehicles (motive power, wagons and carriages) which are not in use. The vehicles may be single or formed up to make a train. Whole trains, particularly multiple units, are left in these sidings when not required for use. Most sidings of this type have the overall appearance of yard or depot sidings, although no loading/unloading or maintenance (apart from emergency and light running maintenance) takes place.
4. Exchange/Transfer Sidings – These sidings are used as the connection between private infrastructure (factory, mine, MOD, etc.) and the public railway. Trains may be operated within the sidings by either private or public railway operators.

The 'siding' referred to in the definition of a "transport system" in ROGS [Reg 2(1) should be interpreted to mean any of the above. This should allow exclusion of facilities not part of or directly affecting the public railway.

Sidings included in definition of 'transport system'

The following sidings are in our opinion part of the mainline railway and so have to be considered part of the 'transport system' for the purposes of ROGS.

5. Turnback or Reversing Sidings – These sidings are used for terminating multiple unit passenger trains. They are usually only a few of these sidings at a given location; typically one or two, and they may be between two running lines or to one side. They are not usually used for the long term stabling of trains.
6. Loop, Lay-by or Lay-over Sidings – These sidings run adjacent to the running lines and enable a train to be held for a variety of purposes, including allowing another train to pass and timing.

Note: Depots or carriage sidings are sometimes used to reverse passenger trains, where no turnback siding is available. This should not compromise the above definitions as turnback sidings, as defined above, are more restrictive in their use and location than carriage sidings, i.e. they are located near the running lines and their prime purpose is to allow a train to be reversed.

Impact of Safety Critical Work taking place in sidings

The classification of a siding as mainline or non-mainline should not have an impact on authorisations or certificates in the context of Safety Critical Work. Safety Critical Work will have been addressed in the IM or RUs SMS as detailed in their application for authorisation/certification, and the location of where this work is carried out is not an issue.