

GERT8000-M1
Rule Book



Dealing with a train accident or
train evacuation



Issue 7



Module M1

September 2023
Comes into force 02 December 2023

Conventions used in the Rule Book

	Example
A black line in the margin indicates a change to that rule when published for the first time, and will then appear until the module is reissued.	
Green text in the margin indicates who is responsible for carrying out the rule.	<code>driver</code>
A white i in a blue box indicates that there is information provided at the bottom of the page.	
A rule printed inside a red box is considered to be critical and is therefore emphasised in this way.	

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You will need this module if you carry out the duties of a:

- driver
- guard
- signaller.

Section

1

Definitions

2

What to do after a train accident

- 2.1 Driver's actions
- 2.2 Guard's actions
- 2.3 Signaller's actions

3

Emergency protection

- 3.1 Providing emergency protection
- 3.2 Protecting a double-track line
- 3.3 Protecting a multi-track line
- 3.4 If a train approaches
- 3.5 Reaching a telephone or signal box
- 3.6 Reaching a tunnel entrance
- 3.7 Reaching a diverging junction
- 3.8 Protecting your own line

4

Fire on a train

- 4.1 Stopping the train
- 4.2 Safety of passengers
- 4.3 Separating burning vehicles
- 4.4 If the train cannot proceed
- 4.5 If the train can proceed

5

Accidental train division

- 5.1 Passenger train - safety of passengers
- 5.2 Securing the divided train
- 5.3 If the two portions can be recoupled
- 5.4 If the two portions cannot be recoupled
- 5.5 Dealing with an assisting train

6

Evacuating a train

- 6.1 Preconditions
- 6.2 Guard's immediate actions
- 6.3 Controlled evacuation
- 6.4 Emergency evacuation
- 6.5 Passenger safety
- 6.6 Uncontrolled evacuation
- 6.7 Signaller's actions

1

Definitions

Signal protection

This means placing or keeping signals at danger, and closing routes or keeping routes closed.

Train Accident

For the purposes of this module, the term train accident includes:

- a derailment
- a collision involving trains or rail vehicles
- a collision with an obstruction
- a collision with a road vehicle
- a collision with a person
- a fire on a train which might put other trains passing the location in danger
- a fire on a train which might mean that passengers are evacuated onto running lines
- an accidental train division which has caused another line to be obstructed.

2 What to do after a train accident

The people responsible: driver, guard, signaller

2.1 Driver's actions

You must immediately switch on the hazard warning indication where provided.

driver

If you cannot do this, you must display a red light forward.

You must tell the signaller about the accident, and whether the electric traction current needs to be switched off, in the quickest way possible.

You must then check:

- if any other lines are obstructed (if in doubt, treat them as obstructed), and decide the quickest way to stop any approaching trains
- the exact location of your train.

When the signaller tells you that signal protection has been provided, you must place a track-circuit operating clip on:

- every other line that is obstructed, and
- the line on which your train is standing if the whole train has been derailed.

You must carry out emergency protection if:

- the signaller cannot provide signal protection, or
- you have not been able to contact the signaller.

If you need help in carrying out emergency protection, you must reach a clear understanding with the guard or any other competent person as to which lines that person will protect.

driver

If you are carrying out emergency protection alone, you must first protect other lines, then protect the line on which your train had been travelling, if necessary. You must decide which direction to protect first.

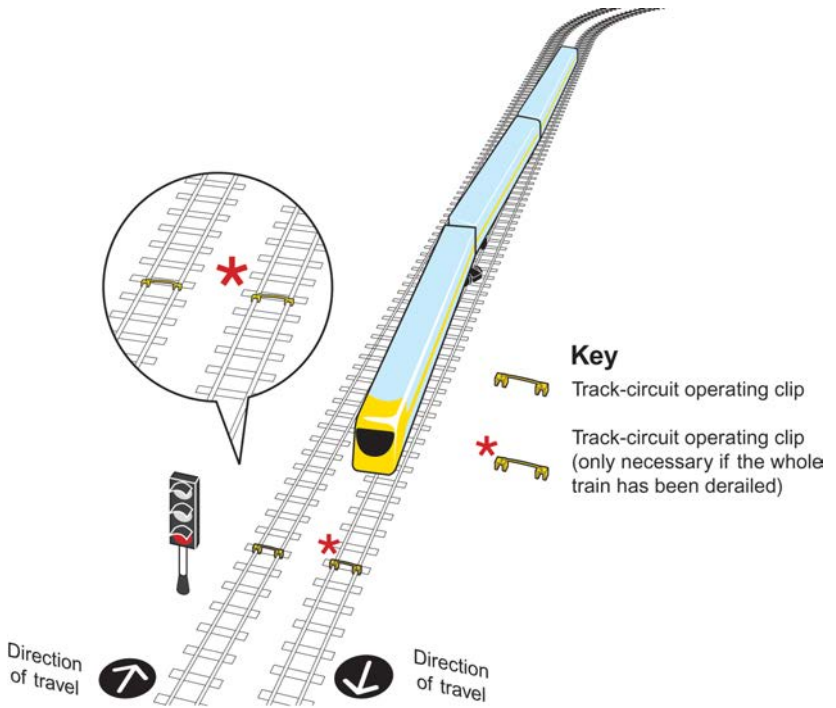


Diagram M1.1

2.2 Guard's actions

guard

You must check:

- if any other lines are obstructed (if in doubt, treat them as obstructed), and decide the quickest way to stop any approaching trains
- place a track-circuit operating clip on any lines that are obstructed.

You must then contact the driver.

You must agree with the driver whether you need to:

- help with carrying out emergency protection, or
- stay with the train.

You must carry out the instructions shown for the driver in this module if you:

- cannot contact the driver, or
- find that the driver is unavailable.

If the driver needs help in carrying out emergency protection, you must:

- provide the help personally, or
- arrange for any other competent person to help.

If you provide the help yourself, you must reach a clear understanding with the driver as to which lines you will protect.

2.3 Signaller's actions

signaller

If you are alerted to a train accident, you must:

- immediately protect each obstructed line or arrange for this to be done
- take any other action needed to prevent trains approaching the accident as shown in the appropriate Train Signalling Regulations
- make an emergency broadcast to trains in the area concerned, or arrange for this to be done
- if possible, tell the person involved that you have provided protection
- arrange for the emergency services to be called if they are needed.

3

Emergency protection

The person responsible: driver

3.1 Providing emergency protection

You must:

- place a track-circuit operating clip on every line that is obstructed
- show a hand danger signal to any train that is approaching the obstruction
- protect with detonators as described in sections 3.2 to 3.8.

If the whole train is derailed, you must also place a track-circuit operating clip on the line on which your train was travelling before you carry out emergency protection on other affected lines. You must also carry out emergency protection on the line on which your train was travelling if emergency special working or temporary block working is in operation.

When you have completed emergency protection, you must:

- continue as far as necessary, if you still need to contact the signaller, or
- return to your train.

driver

3.2 Protecting a double-track line

driver

You must place three detonators 20 metres (approximately 20 yards) apart on the other obstructed line 2 kilometres (1¼ miles) from the obstruction.

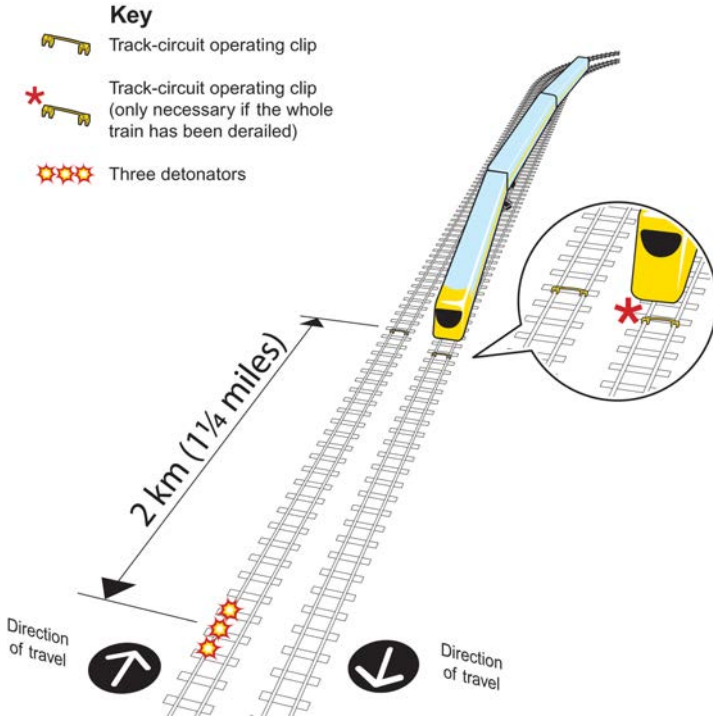


Diagram M1.2

3.3 Protecting a multi-track line

You must place three detonators 20 metres (approximately 20 yards) apart on every other line that is obstructed, 2 kilometres (1¼ miles) from the obstruction.

driver

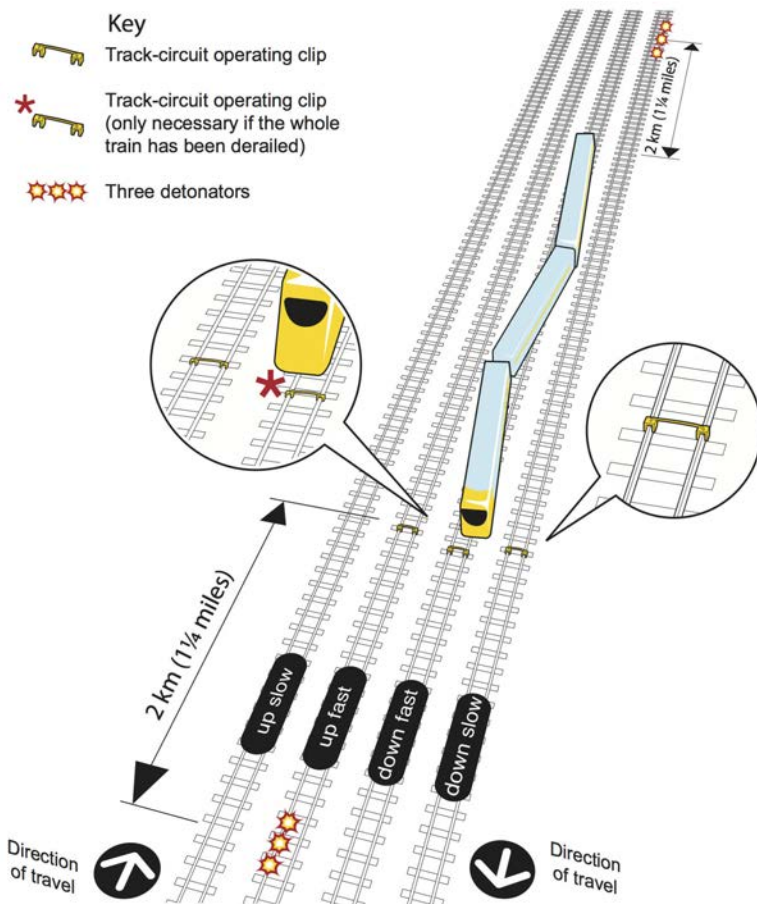


Diagram M1.3

3.4 If a train approaches

driver

If a train approaches before you reach the full protection distance of 2 kilometres (1¼ miles), you must place three detonators immediately and show a hand danger signal to the approaching train.

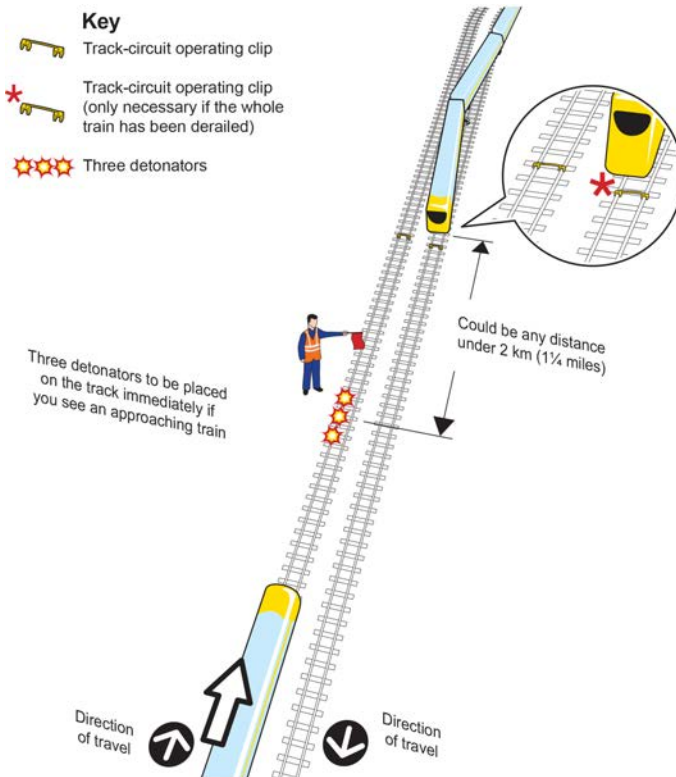


Diagram M1.4

3.5 Reaching a telephone or signal box

If you have not been able to contact the signaller and you reach a telephone linked to a signal box, or reach a signal box, within the full protection distance, you must:

- first place three detonators on the line at the telephone or at the signal box
- speak to the signaller.

You do not need to continue to the full protection distance if the signaller confirms that signal protection is being provided.

driver

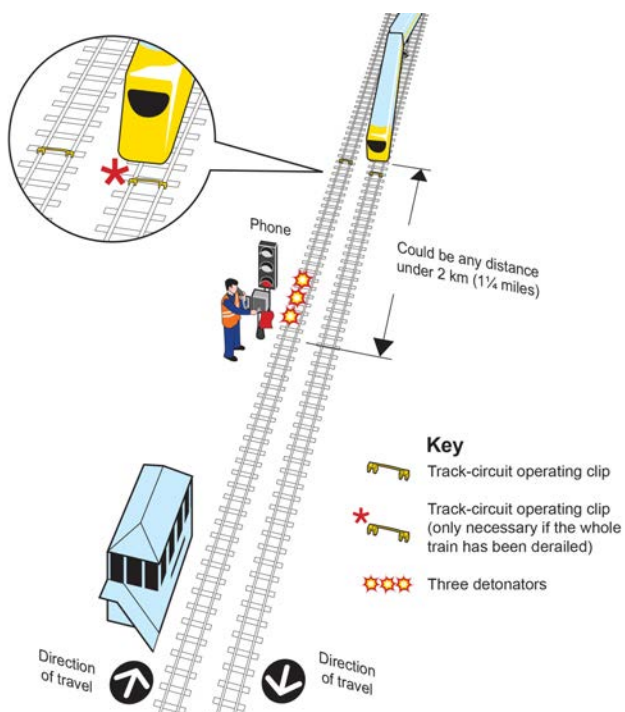


Diagram M1.5

3.6 Reaching a tunnel entrance

driver

If you reach a tunnel entrance before reaching the full protection distance, you must place three detonators at the tunnel entrance.

If the full protection distance is inside the tunnel, you must continue through the tunnel to the far end and place three detonators there.

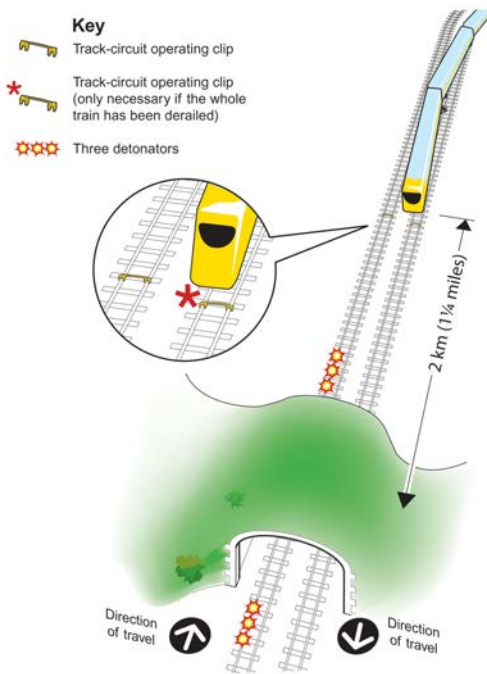


Diagram M1.6

3.7 Reaching a diverging junction

If you reach a diverging junction before reaching the full protection distance, you must:

driver

- place three detonators before you reach the junction, and then
- decide the order in which you protect each line.

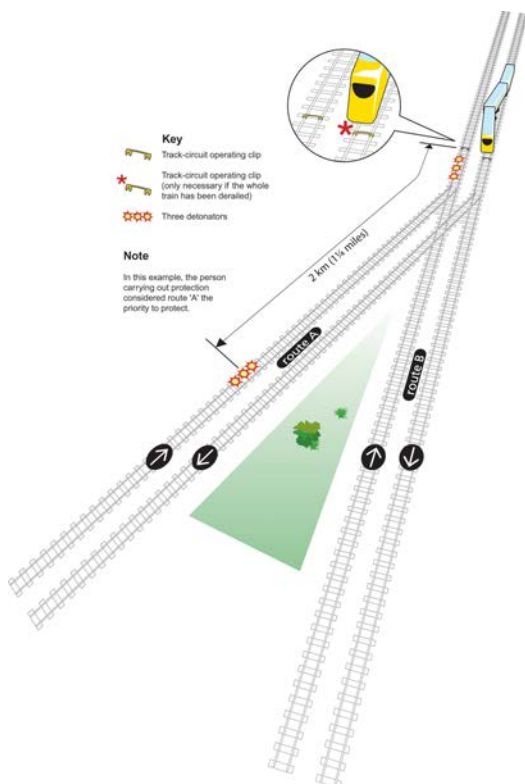


Diagram M1.7

3.8 Protecting your own line

driver

If emergency special working or temporary block working is in operation, after you have protected any other lines, you must then protect the line on which your train is standing.

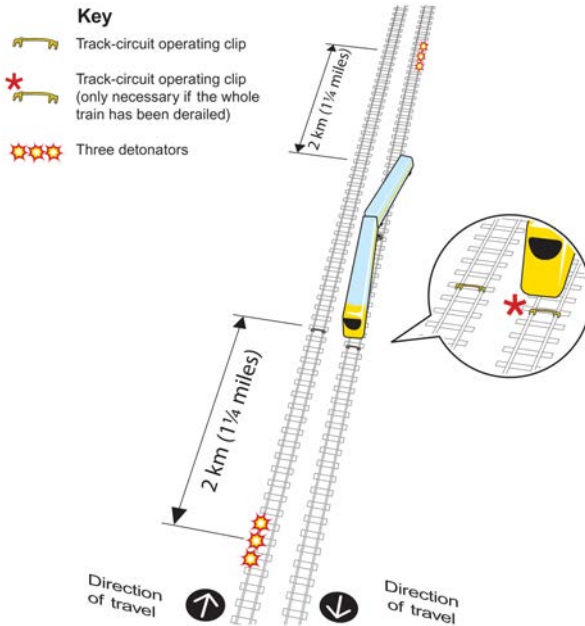


Diagram M1.8

4

Fire on a train

The people responsible: driver, guard

4.1 Stopping the train

You must try to put out any fire on the train. However, if it will not be possible to put the fire out within a few seconds, you must make sure the train is stopped immediately.

driver,
guard

Where possible you must not stop the train or allow it to remain:

- in a tunnel
- on a viaduct, or
- at any other unsuitable place.

If you stop the train, you must immediately:

- tell the driver the reason
- if it is necessary, tell the driver to arrange for the emergency services to attend.

guard

4.2 Safety of passengers

You must:

- tell passengers to move, if possible, to vehicles which are not affected by the fire
- if passengers have to leave the train, carry out an evacuation.

guard (or
driver of a
DO train)

4.3 Separating burning vehicles

If there is a risk of the fire spreading you must, if it can be done, separate the burning vehicles from the rest of the train.

driver

4.4 If the train cannot proceed

driver

If the fire is out but the train cannot proceed, you must:

- tell the signaller
- carry out any necessary protection.

guard (or driver of a DO train)

If any passengers are left on the train and they are safe, you must if it is necessary, carry out a controlled evacuation when this can be done.

If any passengers have left the train, you must make sure they are in a safe position and not at risk from electrified lines or trains continuing to run on any other lines.

You must make sure they stay in a safe position until arrangements can be made to escort them from the site.

4.5 If the train can proceed

driver

If the fire is out and the train can proceed safely, you must tell the signaller as soon as possible.

5

Accidental train division

The people responsible: driver, guard, signaller

5.1 Passenger train - safety of passengers

You must:

- find out whether anybody might have fallen from the train
- secure gangway end doors, if you can do this
- make sure passengers are in a safe position on the train.

guard (or
driver of a
DO train)

5.2 Securing the divided train

a) Driver's actions

You must make sure both portions of the train are secure and all the vehicles are accounted for.

driver

You must tell the guard (if provided) about the situation.

You must then check the couplings where the train has divided to see if:

- they might have damaged the track or lineside equipment (if so, tell the signaller)
- there is any damage to them which prevents recoupling the portions.

b) Guard's actions

If you are travelling in the rear portion, you must secure it if possible.

guard

You must then find out from the driver what action is to be taken with the train.

5.3 If the two portions can be recoupled

driver

If the two portions can be recoupled, you must get the personal authority of the signaller for the movement.

When the two portions have been recoupled, you must tell the signaller the train is again complete, stopping specially if necessary.

On a train on which ERTMS is in operation, you must get the signaller's authority to proceed.

5.4 If the two portions cannot be recoupled

driver

You must make sure that:

- a red light is displayed at the rear of the divided portion of your train which is being left behind
- a white light is displayed at the front of the divided portion of your train which is being left behind.

You must then tell the signaller:

- that the rear portion is to be left in the section
- the exact location of the rear portion.

If you have not been able to tell the signaller, you must not go beyond the next stop signal or block marker until you have told the signaller.

You must not leave a single-line section until you have told the signaller.

You must put a tail lamp on the rear of the front portion if it is on a track circuit block or ERTMS line. If you are not on a track circuit block or ERTMS line, you must only do this when the front portion reaches:

- the next signal box, or
- a track circuit block or ERTMS line.

5.5 Dealing with an assisting train

When an assisting train is ready to enter the section to remove the rear portion of a divided train, you must tell the driver:

- the exact location of the divided portion
- the colour of the light that is displayed on the divided portion
- if necessary, to pass at danger the signal protecting the obstructed line or pass an end of authority (EoA) without a movement authority (MA).

When your train is to enter the section as an assisting train to remove the rear portion of a divided train, the signaller will tell you:

- the exact location of the divided portion
- the colour of the light that is displayed on the divided portion
- if necessary, to pass at danger the signal protecting the obstructed line or to pass an end of authority (EoA) without a movement authority (MA).

You must:

- proceed at caution
- not exceed a speed of 25 mph (40 km/h).

signaller

driver

6

Evacuating a train

The people responsible: driver, guard, signaller

6.1 Preconditions

driver,
guard

You must carry out an evacuation of a train only if it is absolutely necessary.

6.2 Guard's immediate actions

guard

You must tell the driver that an evacuation is necessary.

6.3 Controlled evacuation

driver

You must tell the signaller that the train is to be evacuated and ask the signaller to provide signal protection on all lines that may be affected. If necessary, you must also ask for the electric traction current to be switched off.

When the signaller tells you all signal protection has been completed, you must tell the guard.

6.4 Emergency evacuation

driver

You must tell the signaller that an emergency evacuation is taking place or is necessary and ask the signaller to provide immediate signal protection on all lines that may be affected. If necessary, you must also ask for the electric traction current to be switched off.

If you cannot contact the signaller, or the signaller cannot provide signal protection, you must carry out emergency protection.

6.5 Passenger safety

You must decide the best way to evacuate the train safely, taking into account:

- how the passengers will be moved from the site
- the need for passengers to cross the least number of lines, if possible, to reach a safe position.

You must warn passengers to stay in a safe position until they can be escorted from the line.

guard (or
driver of a
DO train)

6.6 Uncontrolled evacuation

You must tell the signaller that an uncontrolled evacuation is taking place and ask the signaller to provide immediate signal protection on all lines that may be affected. If necessary, you must also ask for the electric traction current to be switched off.

If you cannot contact the signaller, or the signaller cannot provide signal protection, you must carry out emergency protection.

You must try and prevent passengers making an uncontrolled evacuation and warn passengers, who have evacuated, about any risks.

driver

driver,
guard

6.7 Signaller's actions

When told about the evacuation of a train, you must:

- block all lines that may be affected
- tell the driver when you have provided protection.

signaller



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