

Train stopped by train failure

Issue 7



Module M2

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.

driver

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
- signaller.

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1

If the train fails

The people responsible: driver, signaller

1.1 Telling the signaller

If your train is stopped by failure, you must immediately tell the signaller about the circumstances and whether you need an assisting train.

driver

If you cannot speak to the signaller by using the GSM-R radio, you must use the quickest available means of doing so.

1.2 Agreeing the arrangements

If an assisting train is needed, you must both agree:

driver,
signaller

- the exact location of the failed train
- that the failed train will not be moved
- the type of assisting train needed, and
- the direction from which it is needed.

1.3 Making sure the failed train is safe

After you have asked for assistance, you must not move your train until:

driver

- the assisting train arrives, or
- you have agreed alternative arrangements with the signaller and anyone else concerned.

You must make sure that:

- if assistance will be coming from the rear, a red light is displayed at the rear of your failed train
- if assistance will be coming from the front, a white light is displayed at the front of your failed train.

driver

If you are on a single line and are in possession of the token, you must keep the token until the assisting train arrives.

1.4 Telling the guard

driver

If you leave the failed train to speak to the signaller or carry out protection, you must tell the guard (if provided):

- that you are leaving the train
- the direction from which assistance will be provided, if known.

2

Protecting the failed train with emergency protection

The person responsible: driver

2.1 When to place emergency protection

If your train has failed and you cannot contact the signaller immediately, you only need to carry out emergency protection when your train has failed within:

driver

- an emergency special working section, or
- a temporary block working section.

2.2 Providing emergency protection

You must proceed to a location which is one of the following:

driver

- The full protection distance of 2 kilometres (approximately 1¼ miles), where you must place three detonators on the line 20 metres (approximately 20 yards) apart.
- A location less than 2 kilometres (approximately 1¼ miles) from the train where you can communicate with the signaller.

If a train approaches before you reach the full protection distance, you must immediately place three detonators on the line and show a hand danger signal to the driver.

If 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.

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

driver

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

When you have completed the emergency protection you must return to your train unless:

- you still need to contact the signaller and you must continue as far as necessary to do so
- visibility is poor, in which case if you have spoken to the signaller and the assisting train will arrive from the rear of the failed train, you must stay at the location of the emergency protection.

If you have to stay at the location of the emergency protection you must:

- wait there for the assisting train to arrive
- display a hand danger signal to the driver of the assisting train when it approaches.

3

Providing assistance

The people responsible: driver, signaller

3.1 Waiting for the assisting train to arrive

a) Normal arrangement

When the signaller tells you that the assisting train is ready to enter the section, you must ask the signaller to put you into contact with the driver of the assisting train by GSM-R radio.

You do not need to do this if the failed train will be clearly visible from the location where the assisting train is standing.

You must speak to the driver of the assisting train using GSM-R radio, to get or give any necessary information. You must make sure that you tell the driver the exact location of the failed train.

If you cannot speak to the driver of the assisting train by means of GSM-R radio, you must:

- remain on the train
- give the signaller any necessary information to tell the driver of the assisting train, including the exact location of the failed train
- wait for the assisting train to arrive.

In all cases, you must carry out any instructions given by the signaller.

driver

driver

b) During poor visibility

During poor visibility, if you cannot speak to the driver of the assisting train by means of GSM-R radio, you must go to one of the following:

- A point 300 metres (approximately 300 yards) from your train in the direction from which the assisting train will approach.
- A stop signal or block marker that is less than 300 metres (approximately 300 yards) from your train, providing the signaller has confirmed that the signal is protecting your train or the route is being kept closed at the block marker.
- A tunnel entrance that is less than 300 metres (approximately 300 yards) from your train.
- If your train has failed within a tunnel and the distance of 300 metres (approximately 300 yards) then falls inside the tunnel, you must continue through the tunnel to the far end.

You must:

- stay at this point and wait for the assisting train to arrive
- display a hand danger signal to the driver of the assisting train when it approaches.

signaller

3.2 Signaller allowing the assisting train to enter the section**a) Normal arrangement**

You must put the driver of the assisting train in contact with the driver of the failed train by GSM-R radio.

You do not need to do this if the failed train will be clearly visible from the location where the assisting train is standing.

You must tell the driver of the assisting train where the failed train must be taken to.

If necessary, you must instruct the driver to pass at danger the signal protecting the obstructed line or pass an end of authority (EoA) without a movement authority (MA).

If you cannot put the driver of the failed train and the driver of the assisting train in contact via GSM-R radio, you must give the driver any necessary information regarding the movement which the driver of the failed train has told you, including the exact location of the failed train.

b) During poor visibility

If you cannot put the driver of the assisting train in contact with the driver of the failed train by GSM-R radio during poor visibility, you must make sure that the driver of the failed train will do one of the following:

- Travel on the assisting train.
- Wait at the point where emergency protection has been placed to meet the assisting train.
- Wait at a point 300 metres (approximately 300 yards) from the failed train.
- Wait at a signal or block marker that is less than 300 metres (approximately 300 yards) from the failed train, providing you can confirm that the signal is protecting the failed train or the route is being kept closed at the block marker.
- Wait at the entrance to a tunnel that is less than 300 metres (approximately 300 yards) from the failed train.
- Wait at the far end of a tunnel if the train has failed within the tunnel and the distance of 300 metres (approximately 300 yards) from the failed train falls within the tunnel.
- Proceed immediately to the point where the driver will meet the assisting train.

If the driver is not at the point ready to meet the assisting train, you must:

- ask the driver of the failed train how long it will take to get to that point
- wait a suitable time before authorising the driver of the assisting train to enter the section.

signaller

You must tell the driver of the assisting train:

- the exact location of the failed train
- the point from which the assisting train will be met
- where the failed train must be taken to.

If necessary, you must instruct the driver to pass at danger the signal protecting the obstructed line or pass an end of authority (EoA) without a movement authority (MA).

3.3 Assisting train moving towards the failed train

During the movement towards the failed train, you must proceed at caution and travel at a speed not exceeding 25 mph (40 km/h).

If you are in GSM-R contact with the driver of the failed train, you must always use GSM-R radio to speak to that driver to get or give any necessary information before the movement.

You must speak to the driver of the failed train if it is necessary to get or give any necessary information during the movement, but it is not necessary for you to speak continuously during the movement.

If the signaller has not been able to put you in contact with the driver of the failed train, you must follow any instructions regarding the movement from the signaller. The signaller will tell you any information that has been given by the driver of the failed train, including its exact location.

driver
(assisting
train)

If it is necessary to pick up the driver of the failed train

You must keep a look out for, and stop to pick up, the driver of the failed train.

You must only enter a tunnel if:

- you have already picked up the driver of the failed train, or
- you know that the driver of the failed train is not in the tunnel and that the tunnel is clear.

If you have not already picked up the driver of the failed train, or the driver is not waiting at the point you have been told, you must:

- stay at that location
- wait for the driver of the failed train to arrive.

After you have picked up the driver, and that driver has confirmed the exact location of the failed train, you must proceed at caution towards the train.

**driver
(assisting
train)**

3.4 Driver of the failed train conducting the assisting train

You must carry out this instruction during poor visibility if the signaller has not been able to put you in contact with the driver of the assisting train.

When the assisting train arrives at the point where you are waiting, you must get in the driving cab of the assisting train and confirm to the driver the exact location of the failed train.

driver

3.5 Coupling to the failed train

If you are the driver of the assisting train, you must make sure that:

- your train is coupled to the failed train
- the automatic brake, if compatible, is connected.

**driver
(assisting
train)**

3.6 When the failed train is being assisted

driver
(assisting
train)

If you are the driver of the train that is assisting at the rear of the failed train, you must:

- temporarily isolate the TPWS before the movement starts
- reinstate the TPWS when the movement is finished.

If you are the driver of an assisting train on which ERTMS is in operation, you must:

- before the movement starts, make sure that ERTMS is in the correct mode
- when the movement is finished, not make any further movement until you have the correct authority to do so.

driver

You can use the train radio to speak to the other driver at any time during the journey about how the movement is to be started, stopped and controlled.

3.7 On a single line worked by token

driver

If you are the driver at the leading end of the movement, you must keep the token until both trains are clear of the section.



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