

GE/RT8000 Modular Rule Book

Amendment No 04/08 (June 2008)

Rule Book module TW1 Preparation and movement of trains: General, issue 7

Explanation of change

The changes to module TW1 are as a result of amendments to S3 which are intended to clarify the actions of a driver who fails to cancel the AWS warning in time and leads to an automatic brake application.

The instructions in section 15.1 have been amended and contain the instructions to the driver following an abnormal brake application. The wording has been rewritten for clarity and to enforce the instruction that the driver must report any AWS or TPWS brake applications to the signaller

Module TW1 section 15.1 has been amended to read as follows:

15.1 Abnormal brake application

driver

If your train has been brought to a stand by a brake application which was not made by yourself, you must immediately check the in cab equipment indications, such as AWS or TPWS, to see if this has intervened.

If AWS or TPWS equipment has intervened, you must immediately contact the signaller. You must then carry out the instructions shown in module S3 *Train warning systems (AWS and TPWS) and reporting signalling failures and irregularities*.

If AWS or TPWS did not cause the brake application, you must find out if the brake was applied by the guard or by the operation of the passenger communication apparatus.

If neither of these caused the brake application you must check if the train is complete with a tail lamp.

You must assume that your train has become divided and carry out the instructions shown in module M1 *Train stopped by train accident, fire or accidental division* or M2 *Train stopped by train failure* if:

- the tail lamp is missing
- the air brake pipe is open at the rear, or
- the vacuum brake pipe is hanging loose at the rear.