Train stopped by train failure

Issue 5
You will need this module if you carry out the duties of a:

• driver
• signaller.

Conventions used in the Rule Book

A black line in the margin indicates a change to that rule and is shown when published in the module for the first time.

Green text in the margin indicates who is responsible for carrying out the rule.

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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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.

### 1.2 Agreeing the arrangements

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

- 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:

- 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.

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**

Before you leave the failed train to carry out protection, you must tell the guard (if provided):

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

1.5 **Providing assistance protection**

**driver**

You do not need to provide assistance protection where permissive working is in operation.

**Standard arrangement**

You must place three detonators 20 metres (approximately 20 yards) apart on the line on which your failed train is standing 300 metres (approximately 300 yards) from your train in the direction from which the assistance will approach.

**Protection involving a stop signal or block marker**

You must place the protection at the stop signal or block marker in the direction from which the assisting train will approach, if:

- the signal or block marker is less than 300 metres (approximately 300 yards) from where your failed train is standing, and
- the signaller can confirm that this stop signal or block marker is protecting your failed train.

**Change of direction for assistance**

If you are carrying out assistance protection and the signaller tells you that the assisting train will be coming from the opposite direction, you must:

- pick up any detonators that you had placed on the line
- carry out assistance protection in the other direction.
Diagram M2.1
Protection when assistance comes from the rear
Train stopped by train failure

Diagram M2.2

Protection when assistance comes from the front

Key

Three detonators

Assisting train

Failed train

300 metres
(approximately 300 yards)

Direction of travel
2 Protecting the failed train with emergency protection

The person responsible: driver

2.1 When to place emergency protection

You need to carry out emergency protection only if:

• the signaller cannot be contacted immediately, and
• your train has failed within a temporary block working section.

2.2 Providing emergency protection

After placing standard assistance protection in rear of your train, you must continue until:

• you have reached 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, or
• 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.

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.
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Diagram M2.3
Emergency protection

Key

Three detonators

Failed train

2 km (1¼ miles)
(emergency protection)

300 metres
(approximately 300 yards)

Direction of travel
3 Providing assistance

The people responsible: driver, signaller

3.1 Waiting for the assisting train to arrive

a) Staying at the assistance protection point

You must stay at the assistance protection point and wait for the assisting train to arrive, except if:

- you still need to speak to the signaller, in which case you must continue as far as necessary
- you have placed the assistance protection detonators within a tunnel, in which case you must continue through the tunnel to the far end and wait there
- you have to carry out emergency protection.

b) Displaying a hand danger signal

You must display a hand danger signal to the driver of the assisting train when it approaches.
3.2 Signaller allowing the assisting train to enter the section

You must make sure that the driver of the failed train is:
- conducting the assisting train, or
- waiting at the protection point to meet the assisting train, or
- proceeding immediately to the protection point.

If the driver is not at the protection point ready to meet the assisting train, you must:
- ask the driver of the failed train how long it will take to get to the protection point
- wait a suitable time before authorising the driver of the assisting train to enter the section.

You must tell the driver of the assisting train:
- the exact location of the failed train
- how the failed train is protected
- 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 keep a look out for, and stop to pick up, the driver of the failed train.

You can speak to the driver of the failed train using the train radio, to get or give any necessary information, at any time before or during the movement.

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.

You must stop immediately on exploding detonators.

If you have not already picked up the driver of the failed train, or the driver is not waiting at the assistance protecting point, you must:
• stay at that location
• wait for the driver of the failed train to arrive.

After you have been told the exact location of the failed train, you must proceed at caution towards the train.

3.4 Driver of the failed train conducting the assisting train

You must get in the driving cab of the assisting train and tell the driver the exact location of the failed train.
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.

3.6 **When the failed train is being assisted**

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.

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**

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.