Traincrew Access to and Egress from Railway Vehicles

Synopsis
This document mandates requirements for traincrew access to and egress from railway vehicles.

This document contains requirements that are amended under the Railway Group Standards Code (Issue Three) as a small scale change. Reference to the amended requirements is made in the ‘Issue record’. All other parts of the document are unchanged from the previous issue.
Issue record

<table>
<thead>
<tr>
<th>Issue</th>
<th>Date</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>November 1995</td>
<td>Original document Supersedes drafts numbered GO/OTS312</td>
</tr>
<tr>
<td>Two</td>
<td>December 2010</td>
<td>Replaces issue one Structural requirements transferred to GM/RT2100 issue 4 and out of scope requirements withdrawn.</td>
</tr>
<tr>
<td>Three</td>
<td>June 2011</td>
<td>Replaces issue two Small scale change amendment – revision of 3.2.2 to exclude vehicles falling within the scope of GM/RT2400 from the scope of this document.</td>
</tr>
</tbody>
</table>

Amended or additional parts and/or sections of revised pages have been marked by a vertical black line in the adjacent margin.

Superseded documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

<table>
<thead>
<tr>
<th>Superseded documents</th>
<th>Sections superseded</th>
<th>Date when sections are superseded</th>
</tr>
</thead>
<tbody>
<tr>
<td>GM/RT2162, issue two, December 2010 Traincrew Access to and Egress from Railway Vehicles</td>
<td>All</td>
<td>03 September 2011</td>
</tr>
</tbody>
</table>

GM/RT2162 issue two ceases to be in force and is withdrawn as of 03 September 2011.

Supply

The authoritative version of this document is available at www.rgsonline.co.uk. Uncontrolled copies of this document can be obtained from Communications, RSSB, Block 2 Angel Square, 1 Torrens Street, London EC1V 1NY, telephone 020 3142 5400 or e-mail enquirydesk@rssb.co.uk. Other Standards and associated documents can also be viewed at www.rgsonline.co.uk.
Contents

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part 1</td>
<td>Purpose and Introduction</td>
<td>4</td>
</tr>
<tr>
<td>1.1</td>
<td>Purpose</td>
<td>4</td>
</tr>
<tr>
<td>1.2</td>
<td>Introduction</td>
<td>4</td>
</tr>
<tr>
<td>1.3</td>
<td>Approval and authorisation of this document</td>
<td>4</td>
</tr>
<tr>
<td>Part 2</td>
<td>Requirements for Traincrew Access and Egress</td>
<td>5</td>
</tr>
<tr>
<td>2.1</td>
<td>Access and egress</td>
<td>5</td>
</tr>
<tr>
<td>2.2</td>
<td>Emergency egress from driving cabs</td>
<td>5</td>
</tr>
<tr>
<td>2.3</td>
<td>Shared access and egress</td>
<td>5</td>
</tr>
<tr>
<td>2.4</td>
<td>Ergonomic aspects</td>
<td>6</td>
</tr>
<tr>
<td>Part 3</td>
<td>Application of this document</td>
<td>7</td>
</tr>
<tr>
<td>3.1</td>
<td>Application – infrastructure managers</td>
<td>7</td>
</tr>
<tr>
<td>3.2</td>
<td>Application – railway undertakings</td>
<td>7</td>
</tr>
<tr>
<td>3.3</td>
<td>Health and safety responsibilities</td>
<td>7</td>
</tr>
<tr>
<td>Appendices</td>
<td></td>
<td>8</td>
</tr>
<tr>
<td>Appendix A</td>
<td>Code of Practice: Driver’s Access Route to the Trackside</td>
<td>8</td>
</tr>
<tr>
<td>Definitions</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>References</td>
<td></td>
<td>10</td>
</tr>
</tbody>
</table>
Railway Group Standard
GM/RT2162
Issue Three
Date June 2011

Traincrew Access to and Egress from Railway Vehicles

Part 1 Purpose and Introduction

1.1 Purpose

1.1.1 This document mandates requirements for traincrew access to and egress from railway vehicles.

1.2 Introduction

1.2.1 Background

1.2.1.1 Under the Strategy for Standards Management, RSSB has given a commitment to review all of its standards with a view to mandating only those requirements that define the interface and the need for co-operation between railway undertakings to manage risk safely.

1.2.2 Principles

1.2.2.1 The requirements of this document are based on one or more of the following principles:

   a) This document only mandates those requirements that define the interface and the need for co-operation between duty holders to manage risk safely.

   b) This document only mandates those requirements that are necessary to support an Open Point in a TSI and meet an essential requirement of the relevant EU Directive or support an EU Commission Decision.

1.2.3 Supporting documents

1.2.3.1 There are no Railway Group documents supporting this Railway Group Standard.

1.3 Approval and authorisation of this document

1.3.1 The content of this document was approved by Rolling Stock Standards Committee on 17-18 February 2011.

1.3.2 This document will be authorised by RSSB on 18 April 2011 [proposed].
Traincrew Access to and Egress from Railway Vehicles

Part 2 Requirements for Traincrew Access and Egress

2.1 Access and egress

2.1.1 Traincrew shall be able to open, close, lock and unlock external traincrew doors from both inside and outside the vehicle, and from all trackside ballast and station platform levels as required, independent of the status of any door power supplies and associated door control systems. From within the train, it shall be possible to open external traincrew doors that are locked against unauthorised entry without the need for keys or tools.

2.1.2 Controls for traincrew doors shall be protected against unauthorised use.

2.1.3 A code of practice for the driver's access route to the trackside is set out in Appendix A.

2.2 Emergency egress from driving cabs

2.2.1 Traincrew in the driving cab shall be provided with means of emergency egress, both to the trackside and, where reasonably practicable, to a place of safety behind the driving cab. It is permissible for emergency egress to the trackside to be via external doors or escape hatches in the cab or via a vestibule behind the cab.

Note: The latest draft of the Conventional Rail Locomotives and Passenger Rolling Stock TSI includes the following:

In all cases, the emergency exit means shall provide a minimum clearance (free area) of 2000 cm² with a minimum inner dimension of 400 mm to allow the release of trapped persons.

2.2.2 Means of emergency egress from the driving cab to the trackside shall be provided on each side of the driving vehicle.

2.2.3 The egress route to a place of safety behind the cab shall be easily accessible by traincrew in the driving cab. The requirements for the protection of the place of safety from structural collapse are set out in GM/RT2100.

2.2.4 Where an emergency egress route is via a door, traincrew shall be able to open the door quickly from inside the cab without the use of keys or tools. The door shall be securable against unauthorised entry.

2.3 Shared access and egress

2.3.1 Traincrew shall be provided with means of access and egress that is not permitted for use by passengers. However, it is permissible for doors provided for traincrew access and egress to also be used for passenger access and egress, provided that:

a) Traincrew are not impeded in carrying out their duties

And

b) Passengers are not allowed access to dedicated traincrew areas, except where this is required in emergencies.

2.3.2 Where the requirements of 2.3.1 are achieved by locking doors out of passenger use, adequate provisions for traincrew and passenger emergency egress shall be provided, in accordance with the requirements of 2.2. The requirements for emergency and safety signs are set out in GM/RT2130.
2.4 Ergonomic aspects

2.4.1 Vehicle access and egress facilities for traincrew shall have dimensions and characteristics appropriate to the range of physical dimensions for traincrew.

2.4.2 The means of traincrew access and egress between vehicle and trackside, such as steps and grab rails, shall facilitate safe and easy usage by being of adequate dimensions and of appropriate pitch, width, positioning about the centreline of the doorway and spacing for the range of physical dimensions required. This shall be ergonomically assessed in conjunction with 2.4.1.
Traincrew Access to and Egress from Railway Vehicles

Part 3 Application of this document

3.1 Application - infrastructure managers
3.1.1 There are no requirements applicable to infrastructure managers.

3.2 Application - railway undertakings
3.2.1 Scope
3.2.1.1 The requirements of this document apply to the provision of traincrew access to and egress from driving cabs on vehicles, whether new or altered.
3.2.1.2 The requirements of this document apply to all new and existing equipment used for traincrew access to and egress from driving cabs.

3.2.2 Exclusions from scope
3.2.2.1 The requirements in the document are not applicable to vehicles falling within the scope of GM/RT2400.

3.2.3 General compliance date for railway undertakings
3.2.3.1 This Railway Group Standard comes into force and is to be complied with from 03 September 2011, except as specified in 3.2.4.
3.2.3.2 After the compliance dates or the date by which compliance is achieved if earlier, railway undertakings are to maintain compliance with the requirements set out in this Railway Group Standard. Where it is considered not reasonably practicable to comply with the requirements, authorisation not to comply should be sought in accordance with the Railway Group Standards Code.

3.2.4 Exceptions to general compliance date
3.2.4.1 There are no exceptions to the general compliance date specified in 3.2.3 for railway undertakings.

3.3 Health and safety responsibilities
3.3.1 Users of documents published by RSSB are reminded of the need to consider their own responsibilities to ensure health and safety at work and their own duties under health and safety legislation. RSSB does not warrant that compliance with all or any documents published by RSSB is sufficient in itself to ensure safe systems of work or operation or to satisfy such responsibilities or duties.
Appendix A  Code of Practice: Driver's Access Route to the Trackside

The content of this appendix is not mandatory and is provided for guidance only

A.1  Trackside route

A.1.1  The driver should ideally be provided with a dedicated access and egress route between the driving cab and the trackside, either via external doors in the cab or via a dedicated vestibule behind the cab.

A.1.2  Where the driver's route to and from the trackside is via a vestibule which is also used by passengers, the following control arrangements should be applied:

a)  The internal door between the vestibule and the adjacent passenger saloon should be kept locked while the driver is occupying the driving cab.

b)  Whilst the internal vestibule door is locked, control over the respective bodyside doors should be available only to traincrew.

c)  From the vestibule side, the locked internal vestibule door should be openable without the need for a security key or special tool, to enable rapid emergency egress.

d)  From the saloon side, the locked internal vestibule door should be openable only by using a security key or emergency door release device.

These arrangements ensure that the vestibule is free of passengers when the driver is occupying the cab.
Traincrew Access to and Egress from Railway Vehicles

Definitions

**Traincrew**
Staff and personnel such as drivers, guards and conductors employed on board a train who have responsibilities for its safe operation.

**Traincrew doors**
External and internal doors required by traincrew to carry out their normal operational duties.
References

The Catalogue of Railway Group Standards and the Railway Group Standards CD-ROM give the current issue number and status of documents published by RSSB. This information is also available from www.rgsonline.co.uk.

Documents referenced in the text

**Railway Group Standards**

- RGSC 01 The Railway Group Standards Code
- GM/RT2100 Requirements for Rail Vehicle Structures
- GM/RT2130 Vehicle Fire, Safety and Evacuation
- GM/RT2400 Engineering Design of On-Track Machines

**Other references**

- CR LOC & PAS TSI Conventional Rail Locomotives and Passenger Rolling Stock TSI, not yet published