

GE/RT8000/M3
Rule Book

Module M3

Managing incidents, floods and snow

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

- driver
- signaller.

You will also need this module if you are likely to be involved in, or reporting a serious accident.

Conventions used in the Rule Book	Example
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.	driver
A white i in a blue box indicates that there is information provided at the bottom of the page.	
<div style="border: 2px solid red; padding: 5px; display: inline-block;">A rule printed inside a red box is considered to be critical and is therefore emphasised in this way.</div>	

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1 Preserving evidence after a serious accident

The people responsible: anyone involved, signaller

1.1 Carrying out emergency action

As a priority over preserving and recording evidence, if it is your responsibility you must:

anyone
involved

- secure the train
- protect the line
- get the electric traction current switched off
- call the emergency services
- make sure the public and other personnel are safe.

1.2 Leaving evidence undisturbed

You must not disturb or interfere with evidence of the cause of a serious accident, unless told by:

anyone
involved

- a rail incident officer (RIO)
- a police incident officer
- a rail accident investigation branch (RAIB) investigator
- any other senior investigator.

You must immediately make a note of evidence that might be lost by the passage of time, such as wheel-tyre and brake-block temperatures, and brake-gauge readings.

1.3 Entering a driving cab

a) Reasons

anyone
involved

You must only enter a driving cab if you have to:

- secure the train
- carry out rescue operations
- use the cab radio to call the emergency services or speak to the signaller
- get equipment to carry out protection of the line or extinguish a fire
- make a note of short-life evidence.

If you enter a driving cab for any of these reasons, you must be careful not to disturb unnecessarily equipment, handles, buttons or switches, including ERTMS controls, displays and indications.

b) Noting information

After you have carried out any of the actions shown above, you must:

- make a detailed note of the original position or location of equipment and gauges
- before you leave the scene, give this information to an investigating officer such as, the RIO, police incident officer, RAIB investigator or other senior investigator.

1.4 Locking cab doors

You must arrange to prevent unauthorised entry to the cab from which the train was being driven and if possible:

anyone
involved

- lock the doors to that cab
- make sure other driving cab doors are locked.

1.5 Signalling equipment

a) Equipment not to be moved

You must not move, even for testing purposes, signalling equipment directly associated with the accident until you are authorised to do so.

anyone
involved

This does not apply to equipment that must be used to protect the accident.

b) Noting information

You must:

- make a detailed note of the position the relevant signalling equipment was in at the time of the accident
- record any subsequent changes to the position of the signalling equipment concerned.

signaller

2

Derailments, collisions or heavy impacts

The people responsible: driver, signaller

2.1 Derailments

**driver,
signaller**

If any vehicle has been derailed, you must not allow it, or any part of the train, to enter or continue in service until it has been examined by a rolling stock technician.

However, if the derailment was at slow speed, vehicles that were not derailed or coupled next to a derailed vehicle can be examined at the first suitable location.

2.2 Collisions or heavy impacts with other vehicles or buffer stops

**driver,
signaller**

If any vehicle has suffered a collision or heavy impact, you must not allow it, or any part of the train, to enter or continue in service until it has been examined by a rolling stock technician.

2.3 Trains colliding with obstructions on the line

a) Checking the train

driver

Following a collision with an obstruction on the line, you must bring your train to a stand and not move until you have checked for any damage that:

- might have been caused by the collision, and
- might affect its safe movement.

b) Detaching and moving a vehicle

If any part of a vehicle has become loose and cannot be secured, or might make contact with the track or lineside structures, you must arrange for the vehicle to be cleared from the running line at the first suitable location.

driver

Before moving the vehicle you must:

- get the signaller's permission
- get authority from a rolling stock technician if you are not sure the movement can be made safely
- if possible move passengers from the vehicle.

During the movement you must not exceed 10 mph (15 km/h) or 5 mph (10 km/h) over points and crossings.

Before you give permission for the vehicle to be moved, you must make sure trains are stopped on any adjacent lines that might be affected.

signaller

3

Bodies on the line

The person responsible: **signaller**

3.1 Signaller's actions

signaller

If you are told about a body that is on or near the line, you must:

- find out the location of the body in relation to running lines
- if necessary arrange for an emergency switch-off of the electric traction current
- tell Operations Control about the circumstances.

3.2 Dealing with trains

signaller

You must arrange for trains to be stopped on all lines until you have found out where the body is.

You may allow trains to proceed if:

- you have been told that the body is clear of the line
- the body cannot be struck by a passing train
- the body parts are not recognisable.

You may allow a train to pass recognisable body parts if they are in a position where they cannot be seen by passengers on passing trains (for example when the remains are very close to the line but not foul of it).

You must tell each driver about the circumstances and get the driver's agreement to the movement.

4 Floods

The people responsible: **driver, signaller**

4.1 Reporting procedure

You must report to the signaller, stopping your train specially to do so if necessary, if you see any flood water that might affect the passage of trains. You must tell the signaller if you believe the flood water:

driver

- is up to the bottom of the rail head
- is up to the top of the rail head
- is above the top of the rail head
- is moving and likely to dislodge the ballast
- has dislodged the ballast.

You must arrange for Operations Control to be told if vehicles are stabled in or pass through flood water above the bottom of the axle box.

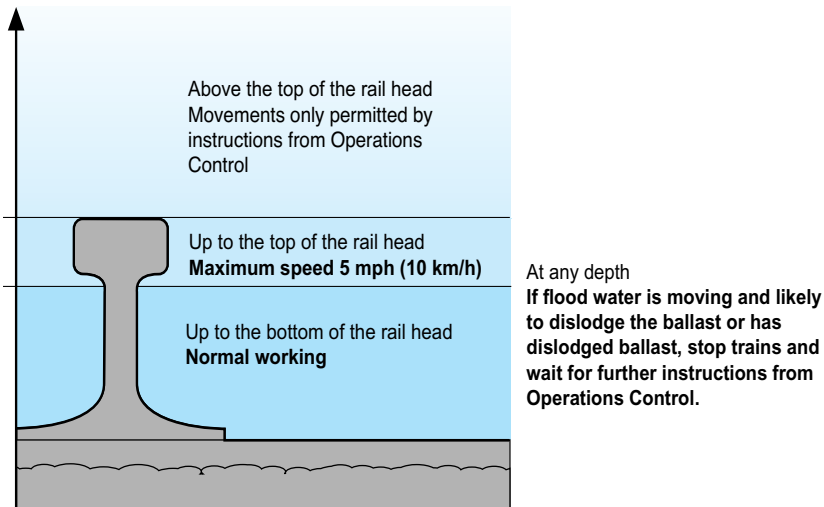


Diagram M3.1

4.2 Train running

signaller

When you receive a report of flood water, you must tell Operations Control immediately.

You must find out if the flood water:

- is up to the bottom of the rail head
- is up to the top of the rail head
- is above the top of the rail head
- is moving and likely to dislodge the ballast
- has dislodged the ballast.

As long as the flood water is not moving and likely to dislodge the ballast or the ballast has not been dislodged, you may allow trains to:

- continue normally if the water is up to the bottom of the rail head
- run at a maximum speed of 5 mph (10 km/h) if the water is no deeper than the top of the rail head.

If the water is deeper than the top of the rail head, you must:

- suspend the normal running of trains
- tell Operations Control and wait for further instructions.

5 Snow

The people responsible: driver, signaller

5.1 Reporting procedure

You must report to the signaller, stopping your train specially to do so if necessary, if you see any build up of snow that might affect the passage of trains. You must tell the signaller if you believe the snow is deeper than 200 mm (8 inches) above the top of the rail head.

driver

5.2 Train running

Normal running can take place unless you are told that snow is deeper than 200 mm (8 inches) above the top of the rail head.

signaller

If you are told that snow is deeper than 200 mm (8 inches) above the top of the rail head, you must:

- suspend the normal running of trains
- tell Operations Control and wait for further instructions.

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Independent snow ploughs

*The person responsible: **signaller***

6.1 Working on adjacent lines

signaller

You must make sure that adjacent lines are clear of trains when ploughing is in progress.

You do not need to carry out this instruction when ploughs are set to push snow to the cess side only, as long as the person in charge of the ploughing has made sure that:

- there is no danger to trains on the other line, and
- you have been told about this arrangement.

6.2 Operating on electrified lines

signaller

Before ploughing starts on an electrified line, you must:

- tell the electrical control operator
- arrange for the electricity to be switched off on a line which has a conductor rail
- arrange for the electricity to be switched off on a line which has overhead line equipment, if the depth of snow is more than 900 mm (3 feet).

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