

Operational Standards Notice No. 96 - Version 2

Movement of defective rail vehicles

Staff involved:

Network operations manager
Service manager
Senior operating officer
Duty reliability manager

Effective: 24th June 2012
until further notice

Operational Standards Notice No.96 Version 2

Effective from 24th June 2012

OPERATIONAL STANDARDS NOTICE

Movement of defective rail vehicles

The purpose of this operational standards notice is to help manage the potential risk of runaway rail vehicles when operating in degraded conditions, as a result of their brakes being incorrectly released or isolated.

The following instructions apply when it is necessary to move a train or vehicle which has become defective or damaged.

If, after following the correct defect handling procedure, the train operator maintains control of the train's emergency brake, from a normal driving position, normal operating rules and procedures will apply.

However, if either or both of the following apply, the train must not be moved until authorised by the senior operating officer:

- any brake on an engineer's vehicle needs to be isolated
- brakes on two or more cars of a passenger train need to be cut out and cannot be re-applied from a normal driving position, while the train is moving.

In these circumstances, the senior operating officer must consult with the LU professional head of rolling stock or one of their accredited representatives (list held by the NOC duty manager) before authorising the move.



Operational Improvement and Competence Manager