

NATIONAL CONTROL INSTRUCTIONS

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Issue: 3

Date: 07 March 2015

MANAGING STRANDED TRAINS AND TRAIN EVACUATION

1 PURPOSE

This National Control Instruction provides a risk based approach to be applied when considering the safety and welfare of passengers when a train is stranded based on the relative risks.

2 REFERENCE DOCUMENTATION

GE/RT8000 Rule Book, Module M1 – Dealing with a Train Accident or Train Evacuation

ROC Railway Operational Code

GN SP01 (Issue 3) ATOC / Network Rail Guidance Note on Meeting the Needs of Passengers When Trains are Stranded

Train Operating Company (TOC) Policy / Local instructions for the management of stranded trains.

3 DEFINITIONS

Stranded Train	The train is stationary other than as scheduled and it is established with reasonable certainty that it will not resume its journey within a reasonable time (10 – 15) minutes, or where it is expected to resume its journey but only after an unacceptable length of time (30 minutes). TOC policy may dictate the length of time, although this and the suggested times above should only be used as guidance.
Load Shedding	Where necessary, in the event of a loss of power to the unit i.e. OLE, third rail or diesel engine shut down, the load on the batteries can be reduced by systematically shutting down individual functions of the train e.g. air conditioning, toilets etc. This is in order to prevent a complete shutdown of the system and to provide basic functions such as cab radio, PA and limited / emergency lighting.

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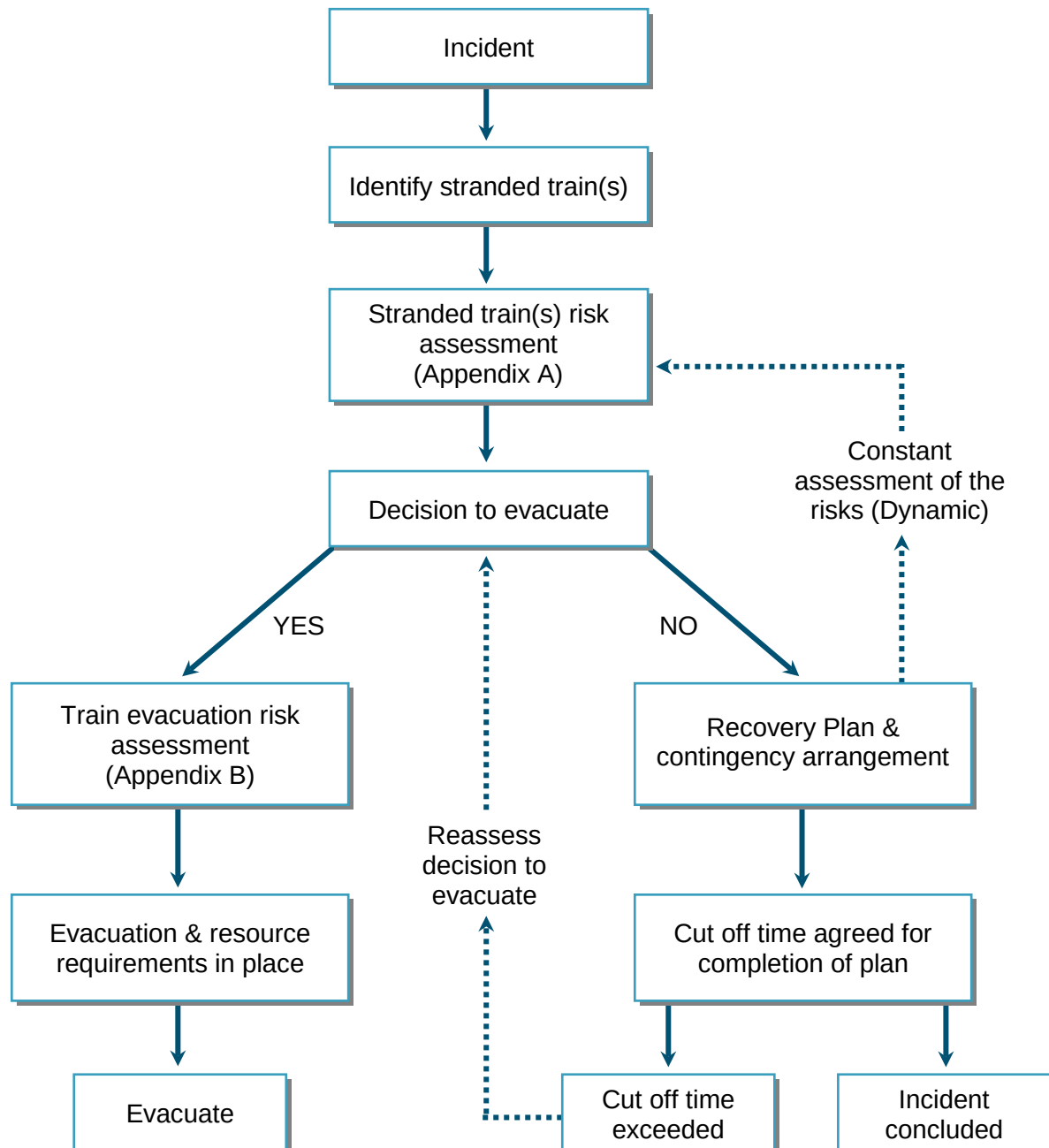


Figure 1 – Procedure following an incident which results in a single train or multiple trains being stranded

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4 ACTIONS TO BE TAKEN IN THE EVENT OF A SINGLE TRAIN OR MULTIPLE TRAINS BEING STRANDED BY AN INCIDENT

4.1 In the event of a single train or multiple trains being stranded follow the flow chart in Figure 1.

4.2 As soon as a train is deemed to be stranded decide the appropriate actions by completing the Stranded Trains Risk Assessment in Appendix A. Consider Table 1 if load shedding and hot / cold weather are factors.

4.3 Incidents of this nature can become time critical quickly, with effective decisions needed quickly and communicated with those involved. The timings and urgency of these decisions will be based upon the risk associated with each incident, and as such any suggested timescales are only guidance and may be reduced in certain circumstances e.g. hot / cold weather or trains relying solely on battery power.

4.4 In determining the course of action when a train(s) become stranded input from the train crew is key. In the initial stages they will be the primary source of information from site – the number, type and mood of passengers, on-train environmental conditions and local conditions outside the train.

Note: This decision should be based on the identified risks both current and potential. Appendix A should be completed in consultation with the relevant TOC(s).

4.5 Upload or enter all completed risk assessments into CCIL.

4.6 The management of stranded train(s) is a co-operative activity between Network Rail and TOCs. Each TOC has their own instructions on the management of stranded trains and consideration shall be given to the details within each plan.

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