

Ref:	NR/L3/OCS/043/5.15
Issue:	1
Date:	01 March 2008
Compliance date:	01 June 2008

National Control Instructions and

Approved Code of Practice

Section

5.15 Station Overruns and Failure to call

This section contains:

		Issue	Dated
5.15	Station Overruns and Failure to call.		

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5.15 Station Overrun and Failed to Call

[ATOC/GN009](#)

ATOC Guidance Note – Investigation of Station Overruns and Failures to Call

National Control Instruction

This instruction sets out a standard process for the management of station overrun and fail to call incidents, along with a common definition of what is meant by these terms.

Approved Code of Practice

Controllers shall ensure that, in all incidents, priority is given to ensuring safety, and that adequate practical response is provided to the incident.

- The section contains the Definitions, Principles and Process for managing these types of event
- This procedure applies to all Network Rail Control Offices

5.15.1 Definitions

- Fail/failure to call

Failure of a train to make a booked station stop in cases where the driver has made no attempt to apply the brake.

- Station Overrun

An event in which a train which the driver is attempting to bring to a stand at a booked station stop proceeds beyond the designated stopping point such that any door intended to be available for public use at that station is no longer on the level platform.

Note :

- The above definition of station overrun includes overruns at stations with short platforms where the designated stopping point is beyond the end of the platform (i.e. positioned so that the rear rather than front of the train is alongside the platform).
- As an example, if passengers on an 8 car train have been advised to alight from the rear 5 coaches at a particular station but the train is brought to a stand beyond the designated stopping point such that any of the doors in these 5 coaches are no longer adjacent to the platform, then that constitutes an overrun.
- Bringing the train to a stand at the designated stopping point clearly does not, even though the front 3 coaches are beyond the platform.

5.15.2 Principles