

Ref:	NR/L3/OCS/043/5.4
Issue:	1
Date:	01 March 2008
Compliance date:	01 June 2008

National Control Instructions

and

Approved Code of Practice

Section 5.4

Train Striking Obstructions

This section contains:

		Issue	Dated
5.4.1	Examination of the Train involved		
5.4.2	Movement of the Train involved		

Ref:	NR/L3/OCS/043/5.4
Issue:	1
Date:	01 March 2008
Compliance date:	01 June 2008

5.4 Train Striking an Obstruction on the Line

National Control Instruction

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

Approved Code of Practice

5.4.1 Examination of the Train involved

5.4.1.1 The Driver of a train, which has been involved in a collision with an obstruction on the line, must immediately check any traction unit or vehicle in the train, which is involved.

5.4.1.2 If any part of the vehicle(s) concerned:

- a) Has become loose and cannot be secured or,
- b) May make contact with the track or lineside structures or equipment

The vehicle must be detached from the train and moved to the nearest siding.

Refer to section 5.4.2 for movement instructions.

5.4.2 Movement of the Train involved

The provisions of Rule Book section M5 states the conditions for movement of the train following a derailment, collision or heavy impact. Any movement must be in liaison with the TOC / FOC fitters/ Fleet engineers.

5.4.2.1 Before the movement takes place

Before the movement to the nearest siding starts:

- The Driver must obtain the permission of the Signaller, who must first make sure that adjacent lines are clear.
- A Rolling Stock Technician must give authority for the movement if there is any doubt that the movement can be made safely.
- Not exceed 10mph (5mph over points and crossings),
- If applicable and practical, arrange for passengers to be transferred from the vehicle concerned

5.4.2.2 During Movement