

Ref:	NR/L3/OCS/043/6.1
Issue:	2
Date:	06 March 2010
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National Control Instructions

and

Approved Code of Practice

Section 6.1

Defective on Train Equipment

This section contains:

		Issue	Dated
6.1.1	Train System Faults that affect Safe Operation		
6.1.2	Other Faults that affect Safe Operation		
6.1.3	Faults that do not affect Safe Operation		
6.1.4	Reporting of Defective or Isolated On-Train Equipment		
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6.1 Defective on Train Equipment

RGS (GO/RT 3437)	Railway Operational Code
TW5	Rule Book

National Control Instruction

Network Rail controllers shall co-operate with Train Operators in managing defective on train equipment, in accordance with the policies and contingency plans appropriate to the operator of the train concerned. SAFETY must always be the first consideration of every person involved in the working of trains.

Approved Code of Practice

Controllers must take account of these provisions when managing incidents.

Key points:

- Fix or Fail policy to be applied
- Train Operator contingency plans must be followed
- This section does not replicate any information contained within the Rule book
- Hot axle boxes, locked wheels and fitment of wheel skates

6.1.1 Train System Faults that affect Safe Operation

6.1.1.1 Fix or Fail (also called Cut & Run) Policies

- All Operators of Train services on Network Rail Train are required by the ROC to have agreed policies in place to govern how the occurrence of a fault on a train will be managed.
- The policies specify for how long a train may stand while the rectification of a fault is affected, and the measures to be taken once that period of time has elapsed.
- Agreements of this nature, although sometimes unpopular, are effective at minimising overall delays and can prevent more serious disruption of the timetable, particularly at busy junctions and terminal stations.
- They provide guidelines for rail industry staff to assist in the delivery of a consistent approach in response to train failures whilst in service.

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6.1.1.2 Definition of Peak

Fix or Fail policies may contain different criteria according to whether or not the incident occurs during a peak period.

For these purposes, Peak and Off-peak are defined as:

Peak	Any movement on the infrastructure between 0600 – 1000 & 1600 – 2000 Monday to Friday
Off-Peak	All other times

Immediately a fault occurs on a train that prevents its onward journey, the driver must advise the signaller.

The signaller will advise Route Control, who will advise the relevant Train Operators Control.

The time permitted for identification and rectification of a fault varies between 2 and 5 minutes, according to area, type of train and Train Operator.

If the fault cannot be rectified within the specified time, then next actions may depend on the time of day, as laid down in local procedures.

6.1.1.3 Isolation of Safety System(s)

It may be necessary for the driver to isolate one or more of the Train Safety Systems in order to move the train:

- a) Door Faults/Failures:
Operate the T.I.S. (Traction Interlock Switch)
- b) Brake Defects:
Operate the E.B.S. (Emergency Bypass Switch)
- c) AWS Defects:
Isolate the A.W.S. equipment
- d) Train Protection Warning System Defects:
Operate the T.I.S. train protection warning system isolation switch.
(Note: This should not be confused with the Traction Interlock System)
- e) European Rail Traffic Management System (ERTMS) equipment on ERTMS lines.

Operation of one of the above or a combination of the above should enable the train to move forward under its own power.

Drivers must advise the signallers of progress at regular intervals.