

Ref:	NR/L3/OCS/043/6.2
Issue:	1
Date:	01 March 2008
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National Control Instructions and Approved Code of Practice

Section 6.2

Train Door Incidents

This section contains:

6.2	Train Door Incidents	Issue	Dated
6.2.1	Exterior Slam Doors (including Doors fitted with Central Locking)		
6.2.2	Exterior Power-operated doors on Multiple Units		
6.2.3	General Guidance		

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6.2 Train Door Incidents

References

Rule Book TW2 (Multiple Unit Trains)
TW3 (Locomotive-hauled Trains)

National Control Instruction

SAFETY must always be the first consideration of every person involved in the working of trains. Network Rail controllers shall, on a 'real time' basis in our capacity as operators of the Network, co-operate with Train Operators in managing defective on train equipment or when a person has fallen from a train.

Approved Code of Practice

6.2.1 Exterior Slam Doors (including Doors fitted with Central Locking)

6.2.1.1 Rule Book Instructions

Rule Book Part TW3, Section 5, deals with defective exterior slam doors and the locking out of use of defective doors.

Rule Book Part TW2, Section 5.2, deals with exterior slam doors on multiple unit trains.

Rule Book Part TW3, Section 6, deals with vehicles fitted with central door locking, the testing of the central locking and dealing with defects during a journey.

Rule Book Part TW3, Section 7, deals with locomotive-hauled vehicles fitted with power-operated doors, the testing and operation of such doors and dealing with defects and failures during a journey.

6.2.1.2 Incidents involving Exterior Slam Doors

- A controller receiving a report of an incident involving an exterior door must determine the nature and details of the incident.
- If equipment on the train or vehicle has to be isolated, or is defective, it must be dealt with in accordance with the instructions contained in Rule Book Part TW5, Section 2.10.
- If a passenger has fallen from the train during a journey, controllers must manage both the incident and the correct disposal of the vehicle or train concerned.