

Railway Group Standard

GE/RT8018

Issue Two

Date September 2012

Mechanical Trainstop System Interface Requirements

Synopsis

This document defines the track / train interface requirements for mechanical trainstop systems.

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Issue record

Issue	Date	Comments
One	February 2000	Original document.
Two	September 2012	Replaces issue one. This issue is post-filtering and now contains interface measures only. Amended requirements in 3.3.4 to permit combination of tripcock reset with uncoupling control.

Revisions have not been marked by a vertical black line in this issue because the document has been revised throughout.

Superseded documents

The following Railway Group document is superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GE/RT8018 issue one Mechanical Trainstop Systems	All	01 December 2012

GE/RT8018 issue one Mechanical Trainstop Systems, ceases to be in force and is withdrawn as of 01 December 2012.

Supply

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Mechanical Trainstop System Interface Requirements

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Part 1 Purpose and Introduction

1.1 Purpose

- 1.1.1 This document defines the track / train interface requirements for mechanical trainstop systems.

1.2 Introduction

1.2.1 Background

- 1.2.1.1 Mechanical trainstops are used as a train protection system on lines of the national rail network over which London Underground trains operate, and on a limited number of other lines of the national network primarily carrying a metro-style passenger service.

1.2.2 Principles

- 1.2.2.1 The mechanical trainstop system operates on the principle of a mechanical interface between track-mounted trainstops and vehicle-mounted tripcocks. When the tripcock on the train is deflected by a raised trainstop arm, it automatically initiates an emergency brake application.

1.2.3 Related requirements in other documents

- 1.2.3.1 The following Railway Group Standard contains requirements that are relevant to the scope of this document:

GE/RT8106	Management of Safety Related Control, Command and Signalling (CCS) System Failures.
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1.2.4 Supporting documents

- 1.2.4.1 The following Rail Industry Guidance Note supports this Railway Group Standard:

GE/GN8618	Guidance on Mechanical Trainstop System Interface Requirements.
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1.3 Approval and authorisation of this document

- 1.3.1 The content of this document was approved by Control Command and Signalling (CCS) Standards Committee on 17 May 2012.
- 1.3.2 This document was authorised by RSSB on 29 June 2012.

Mechanical Trainstop System Interface Requirements

Part 2 Track Subsystem Requirements

2.1 Criteria for provision of trainstop equipment

- 2.1.1 On lines where a mechanical trainstop system is the selected method of train protection, and which at 30 January 2000 were used by trains operated by London Underground Ltd, trainstops shall be provided:
- a) At all stop signals.
 - b) At all signals which control access to a line fitted with trainstops, unless another suitable form of overrun protection is provided.
 - c) For speed control on the approach to all terminal and bay platforms.
- 2.1.2 On other lines where a mechanical trainstop system is the selected method of train protection, trainstops shall be provided:
- a) At all main stop signals, except those which protect plain line only.
 - b) At all stop signals which control access to a line fitted with trainstops, unless another suitable form of overrun protection is provided.
 - c) For speed control on the approach to all terminal and bay platforms.
 - d) For speed control on the approach to a reduction in permissible speed where:
 - i) The permissible speed on the approach is 60 mph or more.And
 - ii) The reduction in speed is one third or more of the permissible speed on the approach.
- 2.1.3 On lines where a mechanical trainstop system is the selected method of train protection, trainstops shall also be provided at other locations where an assessment of the risks demonstrates it to be necessary.