

Railway Group Standard

GM/RT2273

Issue Four

Date June 2014

Post Incident and Post Accident Testing of Rail Vehicles

Synopsis

This document mandates requirements for post incident and post accident examination and testing of rail vehicles, with particular requirements for testing of brakes, speed indicating systems, exterior doors and warning horns.

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Issue record

Issue	Date	Comments
One	February 1999	Original document superseding GM/TT0145 issue one Revision A Standard Brake Tests Following Incidents, GM/RT2270 issue one Speedometer Testing, GM/RT2272 issue one Securing, Testing and Repairing Manually Operated Exterior Doors on Coaching Stock after Accidents.
Two	April 2005	Replaced issue one.
Three	June 2011	Replaces issue two.
Four	June 2014	Replaces issue three. Revised to support RAIB Investigation Report 10/2012, Recommendation 4 so that an objective train horn testing regime is required after a train has been involved in certain types of accident or incident and update references to GE/RT8000.

Amended or additional parts and / or sections of revised pages have been marked by a vertical black line in the adjacent margin.

Superseded documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GM/RT2273 issue three, June 2011, Post Incident and Post Accident Examination and Testing of Vehicles	All	06 September 2014

GM/RT2273 issue three ceases to be in force and is withdrawn as of 06 September 2014.

Supply

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Uncontrolled copies of this document can be obtained from Communications, RSSB, Block 2, Angel Square, 1 Torrens Street, London EC1V 1NY, telephone 020 3142 5400 or e-mail enquirydesk@rssb.co.uk. Other Standards and associated documents can also be viewed at www.rgsonline.co.uk.

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Post Incident and Post Accident Testing of Rail Vehicles

Part 1 Purpose and Introduction

1.1 Purpose

- 1.1.1 This document mandates requirements to ensure that, following an incident or accident, railway undertakings have in place adequate processes to inspect and test the rail vehicles involved, such that any vehicle contribution to the causes of the incident or accident can be identified, thus:
 - a) Ensuring the rail vehicle is in a safe condition if it is to be moved by rail.
 - b) Ensuring the rail vehicle is in a safe condition before it is returned to traffic.
 - c) Ensuring evidence is collected and can be provided as necessary.
 - d) Ensuring failure data is fed into safety performance monitoring systems and defect reporting systems (see GE/RT8250).
- 1.1.2 In some cases a body called an 'entity in charge of maintenance' (ECM) will be responsible for some of the requirements shown as the responsibility of 'railway undertakings'. In all cases the requirement is the same and hence where this document states 'railway undertaking' it should be taken to mean 'railway undertaking or entity in charge of maintenance' where applicable.

1.2 Introduction

1.2.1 Supporting documents

- 1.2.1.1 There are no Railway Group documents supporting this Railway Group Standard.

1.3 Approval and authorisation of this document

- 1.3.1 The content of this document was approved by Rolling Stock Standards Committee on 13 March 2014.
- 1.3.2 This document was authorised by RSSB on 28 April 2014.

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Part 2 Post Incident and Post Accident Inspection Requirements for Rail Vehicles

2.1 Documented system

- 2.1.1 Railway undertakings shall document the arrangements they have in place for managing an incident or accident involving a rail vehicle(s).
- 2.1.2 Following an incident or accident involving a rail vehicle(s), where testing is considered necessary, the documented system shall set out the arrangements to ensure that:
 - a) Records are made at the scene of the incident or accident of the condition / state of any cab controls; isolation switches or cocks; any relevant components or assemblies which could be pertinent to the potential causes of, or contributing factors to, the incident or accident.
 - b) The test results are transmitted to the relevant personnel to ensure that:
 - i) Corrective action can be completed.
 - ii) Defect reporting can be completed.
 - iii) Accident investigation can occur.
 - iv) The test results can be recorded.
 - c) Evidence is collected and can be provided as necessary and where appropriate that evidence is preserved for future investigations.
- 2.1.3 The documented system shall include the requirement that no components are removed from the rail vehicle(s) involved at the scene of the incident without the authority of the Rail Incident Officer and, if involved, the police, Rail Accident Investigation Branch (RAIB) or the Office of Rail Regulation (ORR).
- 2.1.4 The documented system shall include the requirement that following a derailment or collision, every rail vehicle in the train shall be examined by a technically competent person prior to any movement of the rail vehicle(s).
- 2.1.5 The documented system shall include specific requirements of how any data recorder information (such as on-train monitoring and recording equipment (OTMR), closed circuit television (CCTV), train management systems, brake or door control systems where these store information) applicable for each rail vehicle is safely retained, downloaded and analysed.

2.2 Actions following a derailment or collision

- 2.2.1 The documented system shall include assessment requirements, to be decided by the railway undertaking, following a derailment or collision. As a minimum, the following (where fitted) shall be assessed:
 - a) Inspection of the axle bearings.
 - b) Examination of the brake components.
 - c) Testing of the brakes as set out in 2.3.1.
 - d) Examination of the couplings and drawgear.