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RAILTRACK
Safety & Standards

Briefing Notes for:	Mechanical Trainstop Systems	
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Subject Committee(s)	TC&C, T&RS	
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Initial Compliance Date	June 2000	

BACKGROUND

The mandatory requirements for trainstops were previously stated in GK/RT0017. However, that Standard concentrated primarily on the application of trainstops, not the functional requirements for such systems.

GE/RT8018 replaces GK/RT0017, and contains material on the functional requirements of trainstop systems, as well as their application. Because it includes material relevant to train operators and the infrastructure controller, it has been renumbered as a GE/RT Standard. Despite this change, the new Standard is regarded as a Signalling Principles Standard for the purposes of inclusion in the Manual of Signalling Principles (GK/RM0501).

Compliance with the requirements of the Standard will result in compliance with the train protection requirements of the Railway Safety Regulations 1999.

KEY CHANGES INTRODUCED BY THIS RAILWAY GROUP STANDARD

The Standard sets out the mandatory requirements for:

- Fitment of trainstops on the infrastructure, and their control by the signalling system;
- Fitment of tripcocks and associated equipment on trains;
- Provision of tripcock testers;
- Provision of operational rules for the use of trainstops and tripcocks.

The scope of the Standard is restricted to mechanical trainstop systems, ie., those where there is physical contact between the trainstops and tripcocks (although the tripcock tester is not necessarily a mechanically interfaced device). Contactless systems (such as TPWS) are not within the scope of the Standard.

Compliance with the Standard does not necessarily guarantee inter-operability with other operators' trainstop systems. Thus, for instance, tripcock equipment fitted to a train in compliance with this Standard is not guaranteed to operate correctly with trainstops on LUL lines. However, the dimensions and other details quoted in the Standard should ensure that tripcock fitted LUL trains will correctly operate with trainstop equipment on Railtrack controlled infrastructure.

COMPLIANCE REQUIREMENTS

The provisions of the standard must be complied with for design and implementation work undertaken on a scheme for which the Signalling Scheme Plan is first approved, or altered and subsequently re-approved on or after 1st June 2000.

Similarly compliance with the provisions of this standard is required for new rolling stock contracts let on or after the 1st June 2000.

These extended compliance dates reflects the extent of the provisions contained in the standard.