

Section F

INCIDENTS

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F INCIDENTS

F1 Incidents

When an incident occurs, the requirements of the Rule Book must be carried out.

The train crew or any person assisting the driver on a train operated under driver only conditions must provide the following information to the signaller who must advise Network Rail control:

- (a) train identification number
- (b) location of the incident
- (c) whether the brake was in operation, isolated or defective on the vehicle(s) concerned
- (d) vehicle type/s, vehicle number(s) and position on the train, and details of any dangerous goods being conveyed

Note: Where an incident involves a train conveying dangerous goods, detailed information is shown on the train document under the heading 'additional dangerous goods information for train crew', - see specimen train document, table C1 of this Working Manual.

- (e) if a load unit is involved, for example instances of open doors/loose sheets, the load unit number must be given
- (f) type of coupling(s) in use
- (g) any other factor that it is considered could have caused the incident, for example heavy braking, rough riding of the vehicle(s), excessive speed, etc
- (h) any substantial spillage of goods in liquid, powder or granular form.

F2 Following initial action

Following initial emergency action and reporting to the signaller or Network Rail control, the train crew must endeavour to advise the train operator control details of the incident.

- F2.1** If a load in transit is likely to endanger the safety of the line, and following any emergency action needed, arrangements must be made to detach the vehicle concerned at the nearest point. After detachment the TRP must be advised to place the vehicle in 'HOLD' status, using hold reason code 'G' pending an examination by a competent person.

F3 Special movement conditions

The vehicle must not be allowed to proceed until the load has been made safe to travel by a competent person. The competent person may decide that special movement conditions have to be applied to enable forward travel. This will require exceptional load labels (see section E3.4) identifying the special movement conditions.

F3.1 The competent person must advise details of the conditions to the:

- (a) TRP
- (b) the person in charge of the location where the vehicle is standing
- (c) the train operator if a form RT3973 is also required (see section E3 and section K of this Working Manual)

F3.2 If the vehicle is found to be defective, a competent person must attend and confirm that it is fit to be moved. See section D of this Working Manual.

F4 Reporting of incidents to Network Rail

The train operator or organisation responsible for operating the yard/terminal is responsible for advising Network Rail control of incidents. Where there is a risk to the safe operation of trains over Network Rail controlled infrastructure, for example from smoke or an escape of gas, the responsible organisation must advise the Network Rail control.