

DETRAINMENT OF PASSENGERS

<i>Standard</i>		S
Series No.	Role	Issue No.
Tc100	-	02
Persons involved: Operating Officials Line Controllers Network Control Centre Incident Desk Manager Train Operators Station Supervisors		
Effective: 28 April 2002		
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This document includes**General**

Detrainment on to the track

Transfer of passengers to a train on an adjoining line

Local arrangements - Metropolitan Line (between Finchley Road and Baker Street)

Local arrangements - Victoria Line (Netherton Road emergency escape shaft)

Local arrangements - Central Line (Old Ford fan shaft)

Local arrangements - Piccadilly Line (Heathrow Terminal 4 loop)

1. General**1.1 Passengers must be detrained in the following circumstances**

- at stations, after telling the Line Controller, if
 - the 'Doors Closed' visual cannot be obtained after the doors have been opened and closed three times and inspection does not reveal any reason for the failure. If the 'Doors Closed' visual is obtained after passengers have been detrained, the doors should not be re-opened at the detrainment station, but if testing reveals the failure has been cleared, the train can re-enter passenger service at the next station
 - the train cannot be driven or braked from the leading cab
 - the deadman's emergency valve is defective
 - the pilot valve in the master controller is defective
 - the leading tripcock is defective or the tripcock hose has burst
 - the control governor is defective because of air escaping from the diaphragm or the hose connection
 - the train develops any other defect or condition affecting safety equipment which, in the opinion of the Train Operator, makes the train unfit for passenger service
 - the train is required to assist, or be assisted by, another train
 - the Train Operator is incapacitated

In all these circumstances, if the train is the last train to a destination at night or the first train from a branch line in the morning, the Train Operator must tell the Line Controller, who will decide whether or not the train can remain in passenger service
- between stations, in emergency or if passengers are likely to be unduly detained, on the Line Controller's authority
- between stations on the initiative of the Train Operator, when communication cannot be established with the Line Controller and severe arcing, fusing or smoke makes detrainment necessary for the safety of passengers.

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