

## DETRAINMENT OF PASSENGERS

<i>Standard</i>		<b>S</b>
<b>Tc100</b>	-	02
Page 2 of 4		

## 2. Detrainment on to the track

*(See also the relevant documents in this section of the Reference Manual)*

- 2.1 **Passengers must never be detrained on to the track until traction current has been switched off and short circuiting devices have been put down at each end of the train.** The short circuiting devices must be placed as far as possible under the headstock at each end of the train, to make sure that they do not become a hazard to passengers during detrainment. Detrainment must not be made during a failure of traction current without the Line Controller's authority being given to the Train Operator by a Station Supervisor or Operating Official.
- 2.2 If the situation requiring detrainment is not life threatening and trains can be moved within a reasonable time
- any passengers in wheelchairs and their helpers must be told to stay on the train until it is moved to a point where they can be easily evacuated. Staff must make all passengers as comfortable as possible
  - priority will be given to the evacuation of able-bodied and walking disabled passengers
  - volunteers must be sought from the passengers on the train to stay with those not being evacuated.
- 2.3 If the situation requiring detrainment is not life threatening, but the train cannot be moved within a reasonable time
- the Line Controller must be told that passengers in wheelchairs are on board and of any other passengers also remaining
  - the Line Controller must arrange for the Emergency Services to be called
  - passengers in wheelchairs must be evacuated by the emergency services. It might be necessary to leave wheelchairs behind.
- 2.4 If the situation requiring detrainment is life threatening
- if possible trains must be brought into a station to make evacuation easier
  - passengers must be told of the emergency, given brief instructions and volunteers sought to help with the evacuation pending the arrival of the emergency services
  - passengers in wheelchairs must be told to rely on their helpers or other volunteers to help them in an emergency evacuation. (They will receive no priority over other passengers)
  - passengers in wheelchairs (and others unable to walk unaided) might have to be escorted or carried to a place of safety. Wheelchairs might have to be left behind.
- 2.5 When detraining passengers, staff must walk passengers forward whenever possible, and carry working handlamps during darkness and in tunnels. Tunnel lights where applicable must be switched on.
- 2.6 If a Train Operator is told by the Line Controller that passengers must be detrained in a tunnel, he must prepare to make the necessary arrangements. Passengers must **not** be detrained, however (except when there is a serious fire or very severe arcing or dense smoke), until instructions to do so are received from Station Supervisor or Operating Official acting on the Line Controller's instructions.
- 2.7 Except when communication with the Line Controller is lost and severe arcing or smoke makes detrainment necessary, the Line Controller will decide if passengers are to be detrained and to which station or stations they are to be conducted. He will instruct the Operating staff concerned accordingly and, unless the Line Controller instructs train staff direct, the Operating staff will be responsible for instructing train staff as to how the detrainment is to be carried out.
- 2.8 When passengers are detrained on to the track and access to the street is readily available via a disused station or emergency exit, such as Old Ford fan shaft or Netherton Road emergency escape shaft, these facilities should be used. On open sections, where conditions make such action possible, passengers can be assisted over the fence alongside the track, then to the street by a convenient route.

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