PASSENGER ALARMS AND EVACUATION TO TRACK
LVOP 606

PROCEDURE

There are two types of passenger alarms fitted to LVR trains.

The “Emergency Cord” system is used on loco hauled passenger rolling stock, this cord when pulled by a passenger, opens the emergency brake pipe cock. This causes the train to come to a stand and a small red flag tab, in the vestibule of each carriage, indicates which car the cord was pulled in. There is no audible warning bell or whistle to the driver or guard but the driver will receive air flow on the flow meter, and a brake application. The will also be an audible flow of air from the effected carriage.

The red “Alarm Signal” push button is fitted to Railmotors. This button when activated causes a continuous warning bell to sound in the driver’s cab and guard’s vestibule. This alarm does not affect the brake pipe, but can only be reset from the button station where it was initially activated.

RESPONDING TO PASSENGER ALARMS:

TRAIN CREW:

1. Find the person who activated the alarm, if possible.
2. Establish whether genuine or false, obtain details of passenger, if it is a fire, and deal with as per LVOP 604
3. When situation has been rectified, reset alarm, complete LVR incident report form, report to Network Control.

Evacuating passengers to the track is required during times of accident and emergency, or when trains are delayed for extended periods and transferral to other modes of transport is necessary. In life threatening situations, the safety and well being of passengers and train crew is the first priority. Quick response is the key concept in these exercises.

Safety factors to be considered when evacuating passengers to the track are:

- Other moving trains in the vicinity
- uneven walking surfaces
- lighting and visibility
- weather conditions
- electrical hazards
- noise from equipment

Some aspects of this procedure may not apply in all circumstances, so train crew must be prepared to adapt quickly to changing conditions.

EVACUATING PASSENGERS TO THE TRACK.

N.B. In the event it becomes necessary to evacuate passengers from an LVR train, the driver is to ensure all relevant train protection is in place. The driver will either personally give permission that evacuation may begin, or will instruct a suitable person to convey instructions. (i.e., guard, Operations safety Officer.)

TRAIN CREW:

- Where possible, stop train in a safe, accessible, level and clear location.
- Inform the Network Control Officer of your exact location, nature of the situation and protection arrangements required and request controlled signal blocking be applied where appropriate.
- Use correct network procedures to stop trains on adjacent opposing and parallel lines.
- Place train protection as required.
- Reach common agreement on an evacuation plan, with a clear understanding of the position of any approaching rail traffic, passengers in the Danger Zone, access to safe places and muster stations.
- Inform passengers of the reason for evacuation, emergency exits, and hazards to watch out for during evacuation and location of muster stations.
- Evacuate passengers on the side away from running line where possible.
- Use able bodied passengers to assist the operation.
- Use ladders or portable steps where provided.
- Direct and accompany passengers to muster stations.
- Assist passengers with restricted mobility.
- Advise passengers of alternative transport arrangements and give estimated time of arrival.
- Keep the Network Control Officer informed.

RELATED DOCUMENTS:

- LVR Operator Specific LVOP 604
- LVR Operator Specific LVOP 506
- LVR Operator Specific LVOP 502