

## SCHEDULE 2

### DANGEROUS OCCURRENCES

#### PART IV

#### DANGEROUS OCCURRENCES WHICH ARE REPORTABLE IN RESPECT OF RELEVANT TRANSPORT SYSTEMS

##### **Accidents to passenger trains**

- 49. Any collision in which a passenger train collides with another train.
- 50. Any case where a passenger train or any part of such a train unintentionally leaves the rails.

##### **Accidents not involving passenger trains**

- 51. Any collision between trains, other than one between a passenger train and another train, on a running line where any train sustains damage as a result of the collision, and any such collision in a siding which results in a running line being obstructed.
- 52. Any derailment, of a train other than a passenger train, on a running line, except a derailment which occurs during shunting operations and does not obstruct any other running line.
- 53. Any derailment, of a train other than a passenger train, in a siding which results in a running line being obstructed.

##### **Accidents involving any kind of train**

- 54. Any case of a train striking a buffer stop, other than in a siding, where damage is caused to the train.
- 55. Any case of a train striking any cattle or horse, whether or not damage is caused to the train, or striking any other animal if, in consequence, damage (including damage to the windows of the driver's cab but excluding other damage consisting solely in the breakage of glass) is caused to the train necessitating immediate temporary or permanent repair.
- 56. Any case of a train on a running line striking or being struck by any object which causes damage (including damage to the windows of the driver's cab but excluding other damage consisting solely in the breakage of glass) necessitating immediate temporary or permanent repair or which might have been liable to derail the train.
- 57. Any case of a train, other than one on a railway, striking or being struck by a road vehicle.
- 58. Any case of a passenger train, or any other train not fitted with continuous self-applying brakes, becoming unintentionally divided.
- 59.—(1) Any of the following classes of accident which occurs or is discovered whilst the train is on a running line—
  - (a) the failure of an axle;
  - (b) the failure of a wheel or tyre, including a tyre loose on its wheel;
  - (c) the failure of a rope or the fastenings thereof or of the winding plant or equipment involved in working an incline;

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- (d) any fire, severe electrical arcing or fusing in or on any part of a passenger train or a train carrying dangerous goods;
- (e) in the case of any train other than a passenger train, any severe electrical arcing or fusing, or any fire which was extinguished by a fire-fighting service; or
- (f) any other failure of any part of a train which is likely to cause an accident to that or any other train or to kill or injure any person.

(2) In this paragraph “dangerous goods” has the same meaning as in regulation 1(2) of the Carriage of Dangerous Goods by Rail Regulations 1994(1).

#### **Accidents and incidents at level crossings**

- 60.** Any case of a train striking a road vehicle or gate at a level crossing.
- 61.** Any case of a train running onto a level crossing when not authorised to do so.
- 62.** A failure of the equipment at a level crossing which could endanger users of the road or path crossing the railway.

#### **Accidents involving the permanent way and other works on or connected with a relevant transport system**

- 63.** The failure of a rail in a running line or of a rack rail, which results in—
  - (a) a complete fracture of the rail through its cross-section; or
  - (b) in a piece becoming detached from the rail which necessitates an immediate stoppage of traffic or the immediate imposition of a speed restriction lower than that currently in force.
- 64.** A buckle of a running line which necessitates an immediate stoppage of traffic or the immediate imposition of a speed restriction lower than that currently in force.
- 65.** Any case of an aircraft or a vehicle of any kind landing on, running onto or coming to rest foul of the line, or damaging the line, which causes damage which obstructs the line or which damages any railway equipment at a level crossing.
- 66.** The runaway of an escalator, lift or passenger conveyor.
- 67.** Any fire or severe arcing or fusing which seriously affects the functioning of signalling equipment.
- 68.** Any fire affecting the permanent way or works of a relevant transport system which necessitates the suspension of services over any line, or the closure of any part of a station or signal box or other premises, for a period—
  - (a) in the case of a fire affecting any part of a relevant transport system below ground, of more than 30 minutes, and
  - (b) in any other case, of more than 1 hour.
- 69.** Any other fire which causes damage which has the potential to affect the running of a relevant transport system.

#### **Accidents involving failure of the works on or connected with a relevant transport system**

**70.**—(1) The following classes of accident where they are likely either to cause an accident to a train or to endanger any person—

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(1) [S.I. 1994/670](#).

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- (a) the failure of a tunnel, bridge, viaduct, culvert, station, or other structure or any part thereof including the fixed electrical equipment of an electrified relevant transport system;
- (b) any failure in the signalling system which endangers or which has the potential to endanger the safe passage of trains other than a failure of a traffic light controlling the movement of vehicles on a road;
- (c) a slip of a cutting or of an embankment;
- (d) flooding of the permanent way;
- (e) the striking of a bridge by a vessel or by a road vehicle or its load; or
- (f) the failure of any other portion of the permanent way or works not specified above.

#### **Incidents of serious congestion**

71. Any case where planned procedures or arrangements have been activated in order to control risks arising from an incident of undue passenger congestion at a station unless that congestion has been relieved within a period of time allowed for by those procedures or arrangements.

#### **Incidents of signals passed without authority**

72.—(1) Any case where a train, travelling on a running line or entering a running line from a siding, passes without authority a signal displaying a stop aspect unless—

- (a) the stop aspect was not displayed in sufficient time for the driver to stop safely at the signal; or
- (b) the line is equipped with automatic train protection equipment which is in operation.

(2) In this paragraph “automatic train protection equipment” means equipment which automatically controls the speed of a train, either by bringing it to a halt or reducing its speed, in the event that the train passes a signal without authority or exceeds a prescribed speed limit.