

Uncontrolled when printed

Supersedes GERT8000-M2 Iss 8 with effect from 07/03/2026
and comes into force on 06/06/2026



Rule Book Module M2
GERT8000-M2
Issue 9 | June 2026

Train stopped by train failure

Published by
Rail Safety and Standards Board Ltd



Conventions used in the Rule Book

Example

A black line in the margin indicates a change to that rule since the last printed version. The Rule Book Briefing Leaflet contains more information about the changes.



Green text in the margin indicates who is responsible for carrying out the rule.

driver

A white i in a blue box indicates that there is information provided at the bottom of the page.



A rule printed inside a red box is considered to be critical and is therefore emphasised in this way.

If you do not understand anything in the Rule Book, ask your manager or supervisor to explain it to you.

**Published by
RSSB**

The authoritative version of this document is available at www.rssb.co.uk

Contents approved by Traffic Operation and Management Standards Committee.

**For information regarding the Rule Book, contact:
<https://customer-portal.rssb.co.uk/>**

**First issued June 2003
Issue 9, March 2026
Comes into force 06 June 2026**

**© Copyright 2026
Rail Safety and Standards Board Limited**

You will need this module if you carry out the duties of a:

- driver
- signaller.

Contents

Section

1

If the train fails

- 1.1 Telling the signaller
- 1.2 Agreeing the arrangements
- 1.3 Making sure the failed train is safe
- 1.4 Telling the guard

2

Not used

3

Providing assistance

- 3.1 Waiting for the assisting train to arrive
- 3.2 Signaller allowing the assisting train to enter the section
- 3.3 Assisting train moving towards the failed train
- 3.4 Driver of the failed train conducting the assisting train
- 3.5 Coupling to the failed train
- 3.6 When the failed train is being assisted
- 3.7 On a single line worked by token

1

If the train fails

The people responsible: driver, signaller

1.1 Telling the signaller

If your train is stopped by failure, you must immediately tell the signaller about the circumstances and whether you need an assisting train.

driver

If you cannot speak to the signaller by using the GSM-R radio, you must use the quickest available means of doing so.

1.2 Agreeing the arrangements

If an assisting train is needed, you must both agree:

driver,
signaller

- the exact location of the failed train
- that the failed train will not be moved
- the type of assisting train needed, and
- the direction from which it is needed.

1.3 Making sure the failed train is safe

After you have asked for assistance, you must not move your train until:

driver

- the assisting train arrives, or
- you have agreed alternative arrangements with the signaller and anyone else concerned.

You must make sure that:

- if assistance will be coming from the rear, a red light is displayed at the rear of your failed train
- if assistance will be coming from the front, a white light is displayed at the front of your failed train.

Train stopped by train failure

driver

If you are on a single line and are in possession of the token, you must keep the token until the assisting train arrives.

1.4 Telling the guard

driver

If you leave the failed train to speak to the signaller, you must tell the guard (if provided):

- that you are leaving the train
- the direction from which assistance will be provided, if known.

2

Not used

I

3

Providing assistance

The people responsible: driver, signaller

3.1 Waiting for the assisting train to arrive**a) Normal arrangement****driver**

When the signaller tells you that the assisting train is ready to enter the section, you must ask the signaller to put you into contact with the driver of the assisting train by GSM-R radio.

You do not need to do this if the failed train will be clearly visible from the location where the assisting train is standing.

You must speak to the driver of the assisting train using GSM-R radio, to get or give any necessary information. You must make sure that you tell the driver the exact location of the failed train.

If you cannot speak to the driver of the assisting train by means of GSM-R radio, you must:

- remain on the train
- give the signaller any necessary information to tell the driver of the assisting train, including the exact location of the failed train
- wait for the assisting train to arrive.

In all cases, you must carry out any instructions given by the signaller.

b) During poor visibility

During poor visibility, if you cannot speak to the driver of the assisting train by means of GSM-R radio, you must go to one of the following:

driver

- A point 300 metres (approximately 300 yards) from your train in the direction from which the assisting train will approach.
- A stop signal or block marker that is less than 300 metres (approximately 300 yards) from your train, providing the signaller has confirmed that the signal is protecting your train or the route is being kept closed at the block marker.
- A tunnel entrance that is less than 300 metres (approximately 300 yards) from your train.
- If your train has failed within a tunnel and the distance of 300 metres (approximately 300 yards) then falls inside the tunnel, you must continue through the tunnel to the far end.

You must:

- stay at this point and wait for the assisting train to arrive
- display a hand danger signal to the driver of the assisting train when it approaches.

3.2 Signaller allowing the assisting train to enter the section

a) Normal arrangement

signaller

You must put the driver of the assisting train in contact with the driver of the failed train by GSM-R radio.

You do not need to do this if the failed train will be clearly visible from the location where the assisting train is standing.

You must tell the driver of the assisting train where the failed train must be taken to.

Train stopped by train failure

signaller

If necessary, you must instruct the driver to pass at danger the signal protecting the obstructed line or pass an end of authority (EoA) without a movement authority (MA).

If you cannot put the driver of the failed train and the driver of the assisting train in contact via GSM-R radio, you must give the driver of the assisting train any necessary information regarding the movement which the driver of the failed train has told you, including the exact location of the failed train.

b) During poor visibility

If you cannot put the driver of the assisting train in contact with the driver of the failed train by GSM-R radio during poor visibility, you must make sure that the driver of the failed train will do one of the following:

- Wait at a point 300 metres (approximately 300 yards) from the failed train.
- Wait at a signal or block marker that is less than 300 metres (approximately 300 yards) from the failed train, providing you can confirm that the signal is protecting the failed train or the route is being kept closed at the block marker.
- Wait at the entrance to a tunnel that is less than 300 metres (approximately 300 yards) from the failed train.
- Wait at the far end of a tunnel if the train has failed within the tunnel and the distance of 300 metres (approximately 300 yards) from the failed train falls within the tunnel.
- Proceed immediately to the point where the driver will meet the assisting train.

If the driver is not at the point ready to meet the assisting train, you must:

- ask the driver of the failed train how long it will take to get to that point
- wait a suitable time before authorising the driver of the assisting train to enter the section.

You must tell the driver of the assisting train:

- the exact location of the failed train
- the point from which the assisting train will be met
- where the failed train must be taken to.

If necessary, you must instruct the driver to pass at danger the signal protecting the obstructed line or pass an end of authority (EoA) without a movement authority (MA).

3.3 Assisting train moving towards the failed train

During the movement towards the failed train, you must proceed at caution and travel at a speed not exceeding 25 mph (40 km/h).

If you are in GSM-R contact with the driver of the failed train, you must always use GSM-R radio to speak to that driver to get or give any necessary information before the movement.

You must speak to the driver of the failed train if it is necessary to get or give any necessary information during the movement, but it is not necessary for you to speak continuously during the movement.

If the signaller has not been able to put you in contact with the driver of the failed train, you must follow any instructions regarding the movement from the signaller. The signaller will tell you any information that has been given by the driver of the failed train, including its exact location.

**driver
(assisting
train)**

Train stopped by train failure

driver
(assisting
train)

If it is necessary to pick up the driver of the failed train

You must keep a look out for, and stop to pick up, the driver of the failed train.

You must only enter a tunnel if:

- you have already picked up the driver of the failed train, or
- you know that the driver of the failed train is not in the tunnel and that the tunnel is clear.

If you have not already picked up the driver of the failed train, or the driver is not waiting at the point you have been told, you must:

- stay at that location
- wait for the driver of the failed train to arrive.

After you have picked up the driver, and that driver has confirmed the exact location of the failed train, you must proceed at caution towards the train.

3.4 Driver of the failed train conducting the assisting train

driver

You must carry out this instruction during poor visibility if the signaller has not been able to put you in contact with the driver of the assisting train.

When the assisting train arrives at the point where you are waiting, you must get in the driving cab of the assisting train and confirm to the driver the exact location of the failed train.

3.5 Coupling to the failed train

driver
(assisting
train)

If you are the driver of the assisting train, you must make sure that:

- your train is coupled to the failed train
- the automatic brake, if compatible, is connected.

3.6 When the failed train is being assisted

If you are the driver of the train that is assisting at the rear of the failed train, you must:

- temporarily isolate the TPWS before the movement starts
- reinstate the TPWS when the movement is finished.

If you are the driver of an assisting train on which ERTMS is in operation, you must:

- before the movement starts, make sure that ERTMS is in the correct mode
- when the movement is finished, not make any further movement until you have the correct authority to do so.

You can use the train radio to speak to the other driver at any time during the journey about how the movement is to be started, stopped and controlled.

driver
(assisting
train)

driver

3.7 On a single line worked by token

If you are the driver at the leading end of the movement, you must keep the token until both trains are clear of the section.

driver

Notes

Uncontrolled when printed
Supersedes GERT8000-M2 Iss 8 with effect from 07/03/2026
and comes into force on 06/06/2026



Contact: <https://customer-portal.rssb.co.uk/>
Tel: +44 [0] 20 3142 5300
Web: www.rssb.co.uk



Rail Safety and Standards Board Limited