

# Driver's Reminder Appliance

## Synopsis

Defines the requirements for the provision and functionality of Driver's Reminder Appliances in the **driving** cabs of trains, in order to reduce the risk of a **train** starting when the **signal** ahead is at **danger**.

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## Driver's Reminder Appliance

### Contents

Section	Description	Page
<b>Part A</b>	Issue record	2
	Responsibilities	2
	Compliance	2
	Health and safety responsibilities	2
	Supply	2
<b>Part B</b>	1 Purpose	3
	2 Scope	3
	3 Definitions	3
	4 Objectives	3
	5 Requirements	4
	6 Operation	5
	7 Functionality of DRA	5
	8 Enhancements of DRA	6
	9 System Failures	6
<hr/>		
<b>Appendix</b>		
A	Existing Driving Cabs not required to be fitted with DRA	7
<hr/>		
<b>References</b>		8

## Driver's Reminder Appliance

### Part A

#### Issue record

This Standard will be updated when necessary by distribution of a complete replacement.

Amended or additional parts of revised pages will be marked by a vertical black line in the adjacent margin.

Issue	Date	Comments
1	July 1997	Original Document

#### Responsibilities

Railway Group Standards are mandatory on all members of the Railway Group\* and apply to all relevant activities which fall within the scope of each individual's Railway Safety Case. If any of those activities are performed by a contractor, the contractor's obligation in respect of Railway Group Standards is determined by the terms of the contract between the respective parties. Where the contractor is himself a duty holder of a Railway Safety Case then Railway Group Standards apply directly to the activities described in his Railway Safety Case.

\* The Railway Group comprises Railtrack and the duty holders of Railway Safety Cases accepted by Railtrack.

#### Compliance

The provisions of this Railway Group Standard are mandatory and shall apply as soon as reasonably practicable and in any event from 5th December 1998.

#### Health and safety responsibilities

In authorising this Standard, Railtrack PLC makes no warranties, express or implied, that compliance with all or any Railway Group Standards is sufficient on its own to ensure safe systems of work or operation. Each user is reminded of its own responsibilities to ensure health and safety at work and its individual duties under health and safety legislation.

#### Supply

Controlled and uncontrolled copies of this standard may be obtained from The Catalogue Secretary, Safety & Standards Directorate, Railtrack PLC, Floor 2, Fitzroy House, 355 Euston Road, London, NW1 3AG.

Telephone: 00 35903 or 0171 830 5903 (BT)

Facsimile: 00 35776 or 1717 830 5776 (BT)

# Driver's Reminder Appliance

## Part B

**1 Purpose** To define the requirements for the provision and functionality of Driver's Reminder Appliances in the **driving** cabs of trains, in order to reduce the risk of a **train** starting when the **signal** ahead is at **danger**.

**2 Scope** **Driving** cabs of all trains operated on Railtrack controlled infrastructure.

**3 Definitions** **Driver's Reminder Appliance (DRA)**

A device in a **driving cab** to enable the driver to set a reminder, that the **signal** ahead is at **danger**. Whilst set the **DRA**, prevents the driver being able to take power.

**Platform Starting Signal**

A **signal** which must be clear before a **train** is permitted to start from a platform.

**4 Objectives** The main objectives of the **DRA** are:

- to indicate to the driver, whilst the device is set, that the **signal** ahead may still be at **danger**;
- to prevent the driver from starting away when the device is set.

## Driver's Reminder Appliance

### 5 Requirements

5.1 A Driver's Reminder Appliance shall be provided in the **driving** cabs of all trains except:

- where the **train** is fitted with an alternative means of controlling the risk and generally confined to routes equipped for that means of control, e.g:
  - ATP,
  - **Train** Stops;
- where there is low inherent risk e.g:
  - trains not scheduled to perform station duties (including freight trains and on-track machines),
  - infrequently used cabs such as: those of steam locomotives, other 'preserved' traction units and the no.2 end of Class 91;
- where the **cab** is in a vehicle listed in Appendix A.

Notes: The above exemptions are on the basis that they do not meet the safety justification criteria for reasonable practicability as given in the Railtrack's Railway Safety Case. This was as determined in the "Evaluation of Driver Reminder Appliances - Conclusions: The White Paper".

The brake interlock switch on Class 373 is deemed to be equivalent to **DRA**.

5.2 Any changes to the factors included in safety justification calculations (e.g. change in residual life, more/less intensive utilisation, transfer to alternative duties, etc.), for any vehicle, shall be assessed. The assessment shall be based on the methodology used in "The White Paper" or an equivalent methodology. Future exemption shall require a demonstration that the revised circumstances do not meet the safety justification criteria for fitment.

5.3 Where **DRA** is fitted, even though not mandated in 5.1, the remainder of this standard shall apply.

## Driver's Reminder Appliance

### 6 Operation

6.1 The driver shall be required to set the **DRA**:

- on each occasion that a **train** comes to a stand at a **signal** at **danger**;
- on each occasion that a **train** comes to a stand at a platform where no platform starting **signal** is provided and the last **signal** passed was displaying a single yellow aspect.

6.2 The driver shall be required to reset the **DRA** when:-

- it is observed that the controlling **signal**, has cleared;  
OR
- the signaller has given authority for the **signal** to be passed at **danger**;  
OR
- at a platform where no platform starting **signal** is provided, the **train** is ready to proceed.

### 7 Functionality of **DRA**

The minimum elements of the **DRA** system shall be as follows:-

7.1 An operating device and associated indicator shall be located in the **driving cab**.

7.1.1 The operating device shall:

- not compromise the safe **driving** of trains;
- not compromise the safe system of working between the driver, other **train** crew and station staff;
- require a push action to set the **DRA** and a pull action to reset the **DRA**;
- be operable by the driver when seated at the **driving** position;
- be separate from the power control device.

7.1.2 The indicator shall indicate the system status within the driver's forward field of vision and be clearly identifiable by the driver from the seated **driving** position.

7.1.3 A steady red light in the indicator shall:

- prove that the **DRA** is set and the taking of traction power is prevented;
- remain illuminated for as long as the **DRA** remains set.

## Driver's Reminder Appliance

7.1.4 The **DRA** controls and indicators shall:

- be suitably labelled "**DRA**";
- comply with [GM/RT2161](#).

7.2 When set, the **DRA** shall prevent the driver from taking power and starting the **train** until the device is reset.

7.3 A method of isolating the **DRA** shall be provided where any failure could result in the **train** being unable to take power (i.e. disabled). If an isolation system is provided, then it shall meet the requirements of [GM/RT2185](#).

7.4 The **DRA** shall function only in the **driving cab** from which the **train** is being driven, regardless of its state within other **driving cab(s)**.

7.5 The **DRA** shall not inhibit/be inhibited by other controls and instruments except as specified within this standard.

7.6 The **DRA** shall not affect the correct and safe operation of other systems (trackside, trainborne or otherwise).

7.7 **DRA** shall meet the requirements for **train** safety systems fitted to all traction & rolling stock given in [GM/RT2185](#).

**8 Enhancements of **DRA**** Enhancements may be provided where required subject to the following:

8.1 Any enhancements associated with **DRA** shall not obviate any of the requirements of Sections 6 and 7.

8.2 Any enhancements of the **DRA** shall be risk assessed to ensure that benefits from the enhancement are not outweighed by risks due to for example:

- additional operations within the **cab**;
- unproductive increases in settings and re-settings;
- drivers operating both **driving** cabs fitted with **DRA** enhancements and **driving** cabs not so fitted.

## 9 System Failures

In the event of the **DRA** failing, the **train** operator shall have in place procedures to control the risks of operating the **train** in accordance with [GM/RT2185](#).



## Driver's Reminder Appliance

### Appendix A : Existing **Driving** Cabs not required to be fitted with **DRA**

Those on the following Passenger Classes:

31  
33  
37  
47  
73  
82.1 (DVTs)  
86  
87  
90  
DBSOs  
101  
117  
121  
141  
205  
207  
302  
305  
309  
310  
312  
489 (DMLVs)

Those on Freight Locomotives that are used infrequently on passenger trains.

**Railway Group Standard**

**GK/RT0091**

**Issue One**

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**Page 8 of 8**

## **Driver's Reminder Appliance**

### **References**

**GM/RT2161** Requirements for **Driving** Cabs of Railway Vehicles

**GM/RT2185** **Train** Safety Systems

Railtrack's Railway Safety Case

Railtrack: Evaluation of Driver Reminder Appliances -  
Conclusions: The White Paper - February 1997, and  
associated Volume 11 - March 1997