

AUDIENCE:

Train Crew



Maintenance Staff & Cleaners



Signallers



Control Office

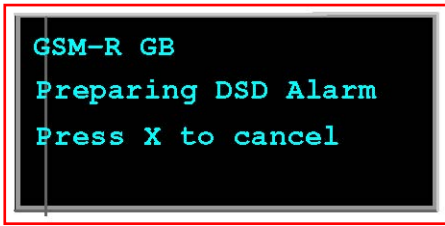


This bulletin is aimed at persons engaged in train driving and maintenance of GSM-R fitted vehicles, and is provided for information and action as appropriate.

The GSM-R radio has an alarm function linked to the Driver's Safety Device (DSD) which will alert the Signaller should the driver become incapacitated. The Signaller receives a DSD Alarm as a high priority message on the GSM-R terminal. The Signaller is required to respond with an Urgent priority call back to the cab to ascertain that the Driver is ok or needs assistance. If no response is forthcoming, the Signaller may need to summon assistance to visit the cab and check that the driver is fit to continue.

This is a standard requirement for trains operated in Driver Only (passenger) mode but is being extended to all fleets as part of the GSM-R implementation. Experience from early use of GSM-R has identified a number of situations where the 'DSD Alarm' has been set off in error in the driving cab and received by a Signaller, triggering the Urgent response procedures.

How does the alarm work? If the driver's key is on and the master switch is in Forward (or Reverse) and the DSD foot pedal is released, then the GSM-R cab radio will enter an initial delay period allowing time to re-depress the DSD pedal. If this period is exceeded (30 seconds) then the radio will sound a distinctive alarm and show the following message:



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GSM-R GB
Preparing DSD Alarm
Press X to cancel
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This alarm and message will last for another 30 seconds before the radio then sends the alarm to the Signaller. During the 30 second 'preparing' period, pressing the 'x' key will cancel the alarm from being sent.

How have DSD Alarms been sent in error?

DSD Alarms have been generated in error as a result of:

- Maintenance procedures in depots e.g. DSD testing, brake testing
- Drivers accidentally releasing the DSD foot pedal for longer than 1 minute
- Drivers undertaking door duties away from the driving seat, not realising the alarm is preparing
- Drivers vacating the cab leaving the master switch in Forward

Maintenance procedures – these are being amended, and maintainers briefed, to make sure that when maintenance activities require the brakes, DSD or the couplers to be tested, steps are taken to prevent a GSM-R DSD Alarm being sent.

Drivers – GSM-R training and briefing will emphasis the effect of leaving the master switch in Forward when away from the controls, and the need to be alert to the DSD Alarm.