

### AUDIENCE:

Train Crew	<input checked="" type="checkbox"/>	Maintenance Staff & Cleaners	<input type="checkbox"/>	Signallers	<input checked="" type="checkbox"/>	Control Office	<input checked="" type="checkbox"/>
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*This bulletin is aimed at persons engaged in the Operation of GSM-R fitted vehicles, and is provided for information and action as appropriate.*

### Purpose

This bulletin has been issued as a result of a national analysis of GSM-R registrations identifying a trend towards using the 'wild card' as the first attempt to register instead of the signal number. This bulletin has been prepared for Train Operators to use as appropriate to ensure the use of the wild card is restricted to those situations covered by the GSM-R User Procedures.

### Background

The GSM-R system uses the journey registration information entered by the Operator for a number of reasons.

Firstly, the registration provides the identity of the train to the signaller when you call, i.e. the train's head code is displayed on the signaller's GSM-R terminal.

Secondly, it assists in routing the call to the correct Signaller so as you don't end up talking to the wrong signaller, Lastly, it allows the Signaller to send messages (Contact Signaller) or make a voice call to you, or to the trains' PA if its a DOO(p) train.

When the driver registers using the signal number, the GSM-R system makes a number of checks to ensure that the number is unique, is a valid head code and exists in the signalling system. It also maps the cab radio's telephone number to the train's head code for the Signaller to contact you.

Using a 'wild card' 99x number is necessary under certain circumstances to avoid registration failures which would be inevitable if the signal number was used, and these are the scenarios shown in the GSM-R Cab Radio User Procedures, and may sometimes be authorised by the Signaller.

### The Problem

Using the wild card outside of these published circumstances will by-pass the checking procedures and hence could lead to a situation where the wrong train head code is accepted by the GSM-R system, as well as preventing the proper routing of calls using the 'Call Signaller' button or SG messages.

If the wrong head code is accepted by the system, then the Signaller will not be able to contact the driver using their normal procedures (dialling by head code) as the train will not exist in their GSM-R list. Also, the wrong head code will appear with any incoming calls or messages received by the signaller. This obviously risks at best delay in communications, and at worst miscommunication.

Therefore, use of the wild card 99x MUST only be made when the circumstances described in the training and user procedures, or when authorised by the Signaller.

Train operators are encouraged to use this bulletin to re-brief drivers as necessary.