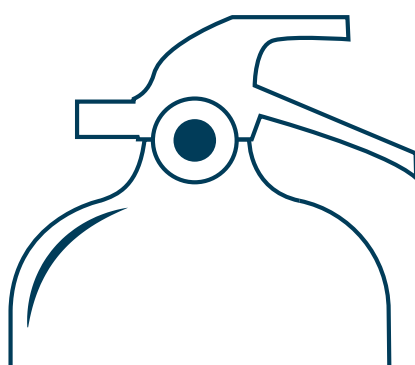


**Guidance  
Note**



**Fire Industry Association**



**Fire Extinguisher Advice Guide 1**  
**Passenger Transport: Rolling Stock**

This is information for FIA members and customers who have to determine the scale of provision of portable fire extinguishers on railway rolling stock, eg locomotives, coaches and multiple-unit vehicles. As British Standard BS 5306-8 is relevant to premises only, the FIA has sought advice from appropriate sources.

Source Information	Legislation/Regulations
<ul style="list-style-type: none"> <li>The Rail Safety and Standards Board (RSSB)</li> </ul>	<p>RSSB publish Railway Group Standards which mandate the railway industry and several of these provide for fire safety. Group Standard GM/RT2130 (Issue 3, December 2010) entitled Vehicle Fire, Safety and Evacuation mandates requirements for the provision of rail vehicle fire safety and evacuation arrangements, including portable fire extinguishers.</p>
Requirements	
<p>GM/RT2130 Clause 2.12 refers to the provision of fire protection equipment.            GM/RT2130 Sub-clause 2.12.1 mandates a fire risk assessment be undertaken.            GM/RT2130 Sub-clause 2.12.2 mandates for portable fire protection, and reads:</p> <p>Portable fire extinguishers shall be provided:</p> <ul style="list-style-type: none"> <li>In all driving cabs.</li> <li>Within, or adjacent to, accommodation provided for staff on passenger trains.</li> <li>In vehicles with catering equipment (excluding at-seat service catering trolleys).</li> </ul> <p>In passenger carrying vehicles and other areas where staff have regular access, portable fire extinguishers or fire blankets shall be provided. In situations where there is a high risk of vandalism, consideration shall be given as to whether or not the extinguishers should be available to passengers.</p> <p>Fire blankets shall be provided in vehicles with catering equipment where overheated food or the use of cooking oil could cause a fire.</p>	

FIA member customers are advised to meet these requirements by:

Product	Process and People
<p>1. Utilising BS EN3 foam spray type portable fire extinguishers with ratings for fire-classes A and B, which are most appropriate for general rolling stock applications. These extinguishers should also have passed the electro-conductivity test of BS EN3 to provide users with additional protection, where low-voltage electrical equipment (eg 12v dc or 240v ac) is present inside vehicles. Typically, they have 2l, 3l or 6l capacity. Stored-pressure extinguishers are certainly preferred to cartridge-operated types (see note).</p> <p>2. Ensuring vehicles containing catering equipment and vehicles with high-voltage equipment, are additionally be fitted with one or more BS EN3 carbon dioxide (CO2) portable fire extinguishers of 2kg capacity. Catering vehicles should also be fitted with a fire blanket manufactured to BS EN 1869, typically 1.2m x 1.2m.</p> <p><i>NOTE: The Fire Industry Association is unaware of any rolling stock vehicle in which 'deep frying' takes place. However, if this was to be the case, there should be provision of a BS EN3 wet chemical portable fire extinguisher, with a suitable fire-class F rating for the risk posed (BS 5306-8 for the calculator for the competent person).</i></p> <p>3. Ensuring extinguishers are mounted inside a bespoke transport bracket which:</p> <p>(a) Secures the extinguisher to the vehicle.</p> <p>(b) Incorporates a quick-release, circumferential, securing-strap to prevent the extinguisher from being ejected from its bracket during more violent vehicle movement. This avoids personal injury to staff and passengers and also avoids damage to the extinguisher itself.</p>	<p>4. Ensuring extinguishers are easily accessible and easy to release from the stowage.</p> <p>5. Carrying out a visual inspection, at least weekly, to check:</p> <p>a. Each is correctly located, unobstructed and visible, and that tamper indicators are neither missing nor broken.</p> <p>b. The operating instructions are clean, legible and facing outwards.</p> <p>c. Each extinguisher has not been operated or suffered damage. The results of these checks should be recorded.</p> <p>6. Ensuring extinguishers are subject to a suitable maintenance regime carried out by a competent person, in accordance with BS5306-3, under an FIA member service contract to ensure continued serviceability. Fire blankets, in the absence of any code of practice, for their maintenance should be serviced in accordance with the FIA guidance.</p> <p>7. Consideration of the risk of vandalism should always be taken into account when considering the positioning of an extinguisher inside a railway vehicle.</p>

**DISCLAIMER**

*The information set out in this document is believed to be correct in the light of information currently available but it is not guaranteed and neither the Fire Industry Association nor its officers can accept any responsibility in respect of the contents or any events arising from use of the information contained within this document.*



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