

SIGNAL PASSED AT DANGER (SPAD)

For use by signallers in cases of a signal being passed at danger under category A

Signalling general instruction 15

PART 1 General Information (All details must be completed)

Date and time of SPAD Signal passed at danger Located

Train involved hrs. from to

Drivers Name Drivers Company Drivers home depot

Traction Unit number Vehicle/cab Number driving from

PART 2 Questions to ask the driver

Are you aware you have passed signal At Danger, without authority? YES NO
(Number)

Do you dispute you have passed the signal at danger, without authority? YES NO

If Yes: Why is the SPAD disputed

Did you receive the correct signal indications during the approach to the signal? YES NO

Did you receive the correct AWS indications during the approach to the signal? YES NO

If the answer to either is NO, what indications did you get?
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What are the weather conditions at the location of the incident?

Did TPWS activate and automatically apply the brakes? YES NO Don't Know

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Had the TPWS train stop override or temporary isolation switch been operated? YES NO

By how far has the leading cab passed the signal? yards/metres (delete as appropriate)

Have any points been run through? YES NO Don't Know

What in your view caused this incident?

Are you accompanied in the driving cab? YES NO If Yes, by whom?

Do you consider the train fit to continue? YES NO

Do you consider yourself fit to continue? YES NO

PART 3 Authorisation for train to proceed

Authorisation for train to proceed forward received from Operations Control at (time)

Driver of train

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Is authorised to proceed to (location)

Or driver relieved of duty at (location)

At (time)

PART 4 Details for signaller to complete

Why was the signal at danger?
.....

OR

Why was the signal replaced to danger?
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Any other observations?
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Signaller Signal box

Form to be faxed/dictated to Operations Control