

# SIGNAL PASSED AT DANGER (SPAD)

## General signalling regulation 15

For use by signallers in cases of a SPAD being investigated as category A

### PART 1: Event information

Date.....and time .....of SPAD      Signal passed at danger.....      Located .....

Driver's name.....      Driver's Company.....      Train No 

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### PART 2: Questions for the driver

Can you tell me what happened (Please write using the driver's words)?

.....

.....

.....

.....

.....

.....

The list below contains a series of possible causes designed to help you capture the information provided by the driver. Please tick as appropriate based on the response to the question.

- |   |  |
|---|--|
| <input type="checkbox"/> Lost concentration | <input type="checkbox"/> Signal obscured                         |
| <input type="checkbox"/> Driver distracted  | <input type="checkbox"/> Miscommunication (if yes, go to Part 4) |
| <input type="checkbox"/> Misreading signal  | <input type="checkbox"/> Don't know                              |
| <input type="checkbox"/> Weather conditions | <input type="checkbox"/> SPAD disputed*                          |
| <input type="checkbox"/> Rail adhesion      | <input type="checkbox"/> None of the above                       |
| <input type="checkbox"/> Other              |  |

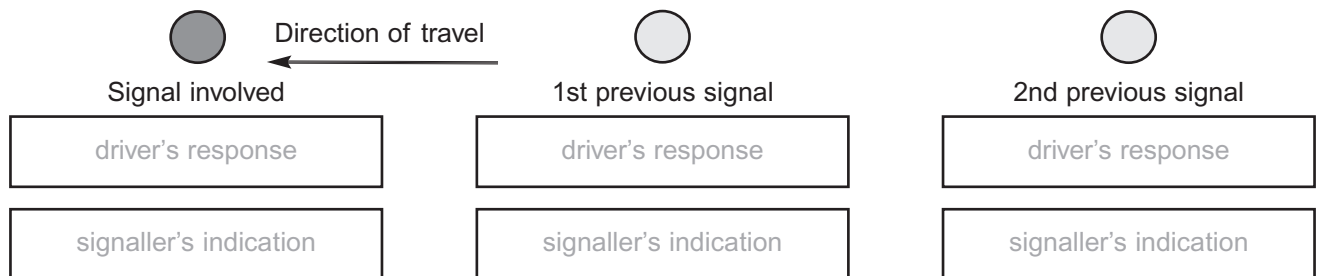
\*Please give reasons why the SPAD is disputed .....

How far has the front of the train passed the signal? .....

Have any points been run through?      Yes       No

### PART 3: Signalling approach

What signal indications were received on the approach to the signal



What AWS indications did you receive on the approach to the signal involved (please tick based on the driver's response)?

- |                                       |  |
|---------------------------------------|--|
| <input type="checkbox"/> horn         | <input type="checkbox"/> yellow & black indication |
| <input type="checkbox"/> bell         | <input type="checkbox"/> all black indication      |
| <input type="checkbox"/> can't recall |  |

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Was there a brake demand from TPWS? Yes  No

Did AWS activate and automatically apply the brakes? Yes  No

Had the TPWS train stop override or temporary isolation switch been operated? Yes  No

**PART 4: Details of individual(s) involved in the miscommunication**

.....  
.....

**PART 5: Authorisation for the train to proceed**

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

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

Driver of train is authorised to proceed to.....(location)

**OR** driver relieved of duty at .....(location) at.....(time)

**PART 6: Questions for the signaller**

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

.....

**OR**

Why was the signal replaced to danger? .....

.....

Any other observations? .....

.....

Signaller.....Signalbox.....

**PART 7: Driver and train information**

Driver's home depot ..... Traction unit number .....

Vehicle/cab number driving from.....

Train involved: hrs .....from.....to.....

Form to be faxed/dictated to Operations Control