Passing a signal at danger or an end of authority (EoA) without a movement authority (MA)

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Conventions used in the Rule Book

A black line in the margin indicates a change to that rule and is shown when published in the module for the first time.

Green text in the margin indicates who is responsible for carrying out the rule.
A white i in a blue box indicates that there is information provided at the bottom of the page.

A rule printed inside a red box is considered to be critical and is therefore emphasised in this way.

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You will need this module if you carry out the duties of a:

• driver
• guard
• shunter
• signaller.

You will also need this module if you carry out the duties of a competent person for emergency special working or temporary block working.
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1 When a signal can be passed at danger or an EoA passed without an MA

The people responsible: driver, signaller

1.1 Signaller’s authority

You may authorise a signal to be passed at danger or an end of authority (EoA) to be passed without a movement authority (MA) only in the following circumstances.

1 The signal is defective or disconnected.
2 ERTMS equipment is defective or disconnected and is preventing an MA from being issued.
3 The signal cannot be cleared or an MA cannot be sent because signalling or level crossing equipment has failed.
4 For shunting purposes, a main aspect or stop signal is to be passed at danger when there is no associated position-light or semaphore shunting signal, or an EoA passed when it is not possible to issue an MA.
5 The signal cannot be cleared because a train or movement which has reversed is then required to start from beyond that signal.
6 An electric train is to pass the signal or EoA protecting an isolated section and proceed towards the limiting point.
7 A train has been accepted using restricted acceptance because the line is clear only up to the home signal of the next signal box and the section signal cannot be cleared.
8 In an emergency, and then only when authorised by the signal box supervisor or Operations Control, on a TCB or ERTMS line a signal or EoA is to be passed, so that a train carrying passengers can enter an occupied section to use a station platform.
9 An engineering train is to:
   • move towards a possession, or
   • leave a line under possession at an intermediate point.

10 A train is to pass the signal or EoA protecting engineering work under the requirements of module TS1 *General Signalling Regulations*, regulation 13.2 to gain access to:
   • a station where the train is required to start back
   • a line under single line working
   • a siding.

11 The line is to be examined to check that it is clear.

12 A train is to proceed at caution through an absolute block section from the signal box in rear when a failed train has been removed.

13 A train is to enter the section after:
   • a train or vehicle that has proceeded without authority has been removed, or
   • the front portion of a divided train has passed through the section.

14 A train is to enter the section to:
   • assist a failed train
   • evacuate passengers from a failed train
   • remove a portion of a divided train
   • remove a train or vehicles that have proceeded without authority.

15 Single line working applies.

16 Working by pilotman or modified working applies.
1.2 Driver getting authority

You can only pass a signal at danger or an EoA without an MA in any of the circumstances described in section 1.1 of this module.

Before passing a signal at danger or an EoA without an MA, you must get the personal authority of:

- the signaller, or
- the shunter acting on the signaller’s instructions when making a shunting movement, or
- the pilotman or handsignaller acting on the signaller’s instructions, or
- another competent person where authorised in the rules.

You must clearly understand what is required and how far the movement can go.

1.3 Authorising a driver to pass two or more consecutive signals at danger on a TCB line

If there is a failure or disconnection of signalling equipment on a TCB line other than a single line and it is necessary to authorise the driver to pass, at danger, two or more consecutive main running signals under the same authority, emergency special working or temporary block working must be introduced.
Signaller’s precautions before authorising the movement

The person responsible: signaller

2.1 Making sure the line is safe

You must make sure:

- the portion of line concerned is clear and safe for the movement as required by the train signalling regulations
- the barriers or gates at any controlled level crossings are closed to road traffic
- all points are in the required position and are locked by facing point locks, where provided
- any ground frame release giving access to the route is ‘normal’ unless it is to be operated for the movement.

2.2 Setting the route correctly on a panel or workstation

a) Operating individual point controls

You must:

- operate the points to the position shown on the route card
- check that you have the correct ‘normal’ or ‘reverse’ indications
- ask a competent person, if present, to check the route setting.
b) Calling the route

After you have set the route, you must call the route, if you can.

However, you must not call the route if you need to keep the entrance signal at danger or the route closed for any reason unless the signalling technician has:

- disconnected the signal
- disconnected the means of issuing MAs or told you the signalling equipment is unable to issue an MA.

You must also not call the route if there is a track circuit failure in the route concerned.

c) When it is not possible to call the route

Before you authorise the movement, you must stop any train on an adjacent or opposite line that could be fouled by the movement if the route is set incorrectly.

When one train has passed safely over the affected route, you may allow trains to run without restriction on other lines.

However, you must not do this if you have changed the position of any points in the route.
2.3 Setting the route correctly where there is a lever frame

You must check that you have the correct ‘normal’ or ‘reverse’ indications, where provided.

If mechanical point detection is provided, you must arrange for the points to be secured if a movement is to be made over them in the facing direction. You do not need to do this where there is a facing point lock and you have checked that it is properly engaged.

If you can, you must operate the signal lever concerned if the signal to be passed at danger:
- is defective
- is disconnected
- cannot be cleared because signalling equipment has failed.

If you cannot operate the lever or the signal is to be passed at danger for any other reason, you must:
- reverse all levers that usually release the signal lever concerned
- normalise all levers that usually lock the signal lever concerned.

2.4 If the interlocking is out of order

If the interlocking is out of order, you must make sure:
- the facing points on any other line are set to avoid conflicting movements normally prevented by the interlocking
- the signals for these conflicting movements are at danger
- routes for any conflicting movements are closed.
Authorising the movement

The people responsible: driver, shunter, signaller

3.1 Instructions from the signaller

You must tell the driver:

- why the signal needs to be passed at danger or the EoA passed without an MA
- how far the movement can proceed.

On an ERTMS line where lineside signals are not provided, you must also tell the driver:

- the location and speed of any permissible speed lower than the ceiling speed
- the location and speed of any temporary or emergency restriction lower than the ceiling speed.

You must instruct the driver to proceed at caution.

Unless the train is to enter the section as an assisting train or to examine the line, you do not have to instruct the driver to proceed at caution when:

- the train is to enter an absolute block section during a failure of a block instrument
- single line working, working by pilotman, emergency special working or temporary block working is in operation.

You must tell the driver to pass any SPAD indicator which may be illuminated by the movement.
You must instruct the driver to approach at caution and check it is safe before passing over any:

- controlled level crossing
- automatic level crossing that will not operate normally for the movement
- barrow or foot crossing with white-light indications that will not operate normally for the movement.

### 3.2 Instructions through a pilotman or handsignaller

You must make sure that the pilotman or handsignaller clearly understands:

- what the driver must be told
- to work only to your instructions.

You must tell the handsignaller if the instructions have already been given to the driver.

You may accept a yellow handsignal shown at a signal as authority to pass a signal at danger only if one of the following applies.

- You have stopped your train at the signal and the handsignaller has given you the necessary instructions.
- The signaller or pilotman has already told you about the circumstances and has instructed you to obey the handsignal shown at the signal. In this case you do not need to stop your train if a yellow handsignal is shown at the signal.

**Unless you have been instructed to pass the signal at danger, you must stop at it.**
3.3 Passing a signal at danger or an EoA without an MA for shunting purposes

If you need to pass a signal at danger or an EoA without an MA for shunting purposes, you must get the authority of the signaller.

If you get authority to pass a signal at danger or an EoA without an MA from the signaller, you must tell the driver.

When you have completed the shunting, you must not proceed on the journey until the signal is cleared or you receive an MA, unless the signaller gives authority.

3.4 Dealing with TPWS

You must operate the TPWS temporary isolation switch when you are authorised to enter:

• a section of line where emergency special working is in operation
• a section of line where temporary block working is in operation
• a single-line section when working by pilotman or modified working is in operation, and you have to pass more than one signal at danger
• a line which is under possession as described in module T3 Possession of a running line for engineering work.

Before leaving that section of line, you must re-instate the TPWS.

You must operate the TPWS train-stop override button when you are authorised to pass a signal at danger in all other circumstances.

3.5 Before passing an EoA without an MA

You must press ‘override’ when you are authorised to pass an EoA without an MA.
4 

During the movement

The people responsible: driver, signaller

4.1 Points and crossings

If possible, you must make sure that any points, switch diamonds or swing-nose crossings are in the correct position for your train.

You must not pass over these points or crossings at more than 15 mph (25 km/h).

You may pass over points or crossings at up to 50 mph (80 km/h) if you have been given permission to do so:

- during emergency special working
- during temporary block working
- when making wrong-direction movements during single line working.

4.2 Train speed

a) Proceeding at caution

Except as shown in sections 4.2 b) and 4.2 c), you must proceed at caution, even if the line appears to be clear.
b) Proceeding at up to 50 mph (80 km/h)

You may travel at a speed not exceeding 50 mph (80 km/h), other than locations where you are told to proceed at caution, in any of the following circumstances.

• During single line working when travelling in the wrong direction.
• During modified working on single lines.
• During emergency special working.
• During temporary block working.
• During a failure of a block instrument on an absolute block line.

c) Proceeding at up to permissible speed

You may proceed at up to permissible speed, other than at locations where you are told to proceed at caution, in any of the following circumstances.

• During single line working when travelling in the right direction.
• On single lines where a token is provided and you have the token.
• During working by pilotman on single or bi-directional lines.

4.3 Level crossings

You must approach at caution and check it is safe before passing over any:

• controlled level crossing
• automatic level crossing that the signaller has told you will not operate normally for the movement
• barrow or foot crossing with white-light indications that the signaller has told you will not operate normally for the movement.
4.4 **Next stop signal ahead**

**driver**

If you can see that the next stop signal ahead is displaying a proceed aspect, you must not assume the line ahead is clear for your train.

4.5 **Signaller protecting the movement**

**signaller**

You must not work any signalling control that has been operated to protect the movement.

Until you are sure that the movement has passed clear of any points in the route involved, or the track circuit controlling these points, you must not allow any points that have been secured to be released.
Emergency special working

The people responsible: competent person, driver, signaller

5.1 Authorising emergency special working

Emergency special working must be authorised and a competent person appointed to take charge of the arrangements.

5.2 Arranging emergency special working

You must arrange for emergency special working to apply between:

- a signal kept at danger on the approach to the affected area, and
- a signal, that can be replaced to danger from the signal box, at a suitable location beyond the affected area.

This suitable location must be a place easily identifiable by a driver, such as a station, level crossing, tunnel or junction.

An ‘end of emergency special working’ sign must be provided at the signal at the suitable location as soon as possible.

Emergency special working may be introduced before this sign is provided.
You must arrange for all points in the affected area for which you do not have the correct ‘normal’ or ‘reverse’ indication to be secured in the correct position by clip, scotch and padlock, or by other authorised means.

You must tell the signaller when this has been done.

Before you authorise emergency special working to start, you must agree with the signaller that the emergency special working section to be used is clear.

You must arrange for the signal at the entrance to the emergency special working section to be kept at danger.

If the entrance signal is to be placed to danger by operating a signal post replacement switch, you must arrange for this to be done.

You must make sure the affected area is protected by placing or keeping signals at danger. If another signaller controls a signal leading to the affected area, you must get that signaller to place or keep the signal at danger.

Before you allow any train movement to pass over points in the emergency special working section, you must stop any train on a line which could be fouled by the movement if the points have not been set correctly.

When one train has passed safely over the points concerned, you may allow other trains to pass those points on the same and other lines affected.

During the time emergency special working is in operation, you must not allow any points within the emergency special working section to be moved.
5.3 **Before allowing a train to enter the emergency special working section**

Before allowing a train to enter the emergency special working section, you must make sure that:

- the route has been set throughout the emergency special working section, using the route card if one is provided
- points within the emergency special working section for which you do not have the correct normal or reverse indication have been secured
- points within the emergency special working section that are working normally have been operated to the correct position using individual point controls and that you have the correct ‘normal’ or ‘reverse’ indication
- the line is clear up to and including the overlap of the signal at the exit from the emergency special working section
- the exit signal is at danger.

Before the ‘end of emergency special working’ sign is provided, and at all times where the exit signal protects a junction, you must also make sure that:

- the portion of line up to and including the overlap of the stop signal beyond the exit signal is clear and safe for the movement as required by the train signalling regulations
- all points within this portion of line are set for the approaching train to pass safely.

5.4 **Authorising a train to enter the emergency special working section**

When a train is to enter the emergency special working section, you must tell the driver that emergency special working has been introduced and the exit signal at the identifiable location to which the train must proceed. You must also tell the driver if the 'end of emergency special working' sign has been provided.
You must then dictate an Emergency Special Working Ticket (NR3190) to the driver.

If the train is the first to enter the emergency special working section, you must tell the driver to:

• approach all points, switch diamonds and swing-nose crossings at caution
• check, if possible, that they are in the correct position
• not pass over any of these points or crossings at more than 15 mph (25 km/h).

When you are sure the driver is aware of what is required, you must tell the driver to pass at danger the signal at the entrance to the emergency special working section.

You must record in the Train Register:

• the line affected
• the train reporting number
• the time you give permission to pass the entrance signal at danger.

You must not dictate an emergency special working ticket to the driver if a train is to enter the section as an assisting train.

**5.5 At the entrance signal**

When your train is to enter an emergency special working section, the signaller will tell you that emergency special working has been introduced and where the exit signal, to which your train may proceed, is located. The signaller will also tell you if the 'end of emergency special working' sign has been provided.

You must then complete an Emergency Special Working Ticket (NR3190) at the signaller’s dictation.
If the train is being worked by more than one locomotive at the front, the driver in the leading cab must complete the emergency special working ticket and show it to every other driver. The driver in the leading cab must then retain the emergency special working ticket during the movement.

You must not complete an emergency special working ticket if your train is to enter the section to:

- assist a failed train
- evacuate passengers from a failed train
- remove a portion of a divided train
- remove a train or vehicles that have proceeded without authority.

When the signaller is sure that you are aware of what is required, you will be given authority to pass at danger the signal at the entrance to the emergency special working section.

You must tell the guard (if provided) that emergency special working is in operation.

You must operate the TPWS temporary isolation switch before entering the emergency special working section.

### 5.6 During the movement

You must carry out the instructions shown on your emergency special working ticket.

If you are told that your train is the first to enter the emergency special working section, you must:

- approach all points, switch diamonds and swing-nose crossings at caution
- check if possible that they are in the correct position
- not pass over any of these points or crossings at more than 15 mph (25 km/h).

You must not exceed 50 mph (80 km/h).
You must proceed at caution if you have entered the emergency special working section to:

- examine the line
- assist a failed train
- evacuate passengers from a failed train
- remove a portion of a divided train
- remove a train or vehicles that have proceeded without authority.

### 5.7 When the train arrives at the exit signal

When your train arrives at the exit signal, you must:

- stop
- immediately reinstate TPWS
- report to the signaller that your train has arrived complete
- cancel the emergency special working ticket by writing the word ‘CANCELLED’ across it
- obey the signaller’s instructions for resuming normal working.

You must dispose of the emergency special working ticket as shown in your company’s instructions.

When the driver of the train reports that it has arrived at the exit signal from the emergency special working section, you must confirm the train reporting number and tell the driver that the train will now be signalled forward normally.

As long as you are sure that the correct train has arrived at the exit signal, you may clear this signal for the train to proceed.

After you have observed the train occupy and clear the overlap of the exit signal or, where required, the overlap of the stop signal beyond the exit signal, you must record in the Train Register the time that the train has passed clear of the emergency special working section.
5.8 Ending emergency special working

You must not end emergency special working until the last train authorised to enter the emergency special working section is clear of the section.

Until you are told that the ‘end of emergency special working’ sign has been removed, you must stop and advise the driver of each train that is to approach it.
Temporary block working

The people responsible: competent person, driver, signaller

6.1 Authorising temporary block working

Temporary block working must be authorised and a competent person appointed to take charge of the arrangements.

6.2 Arranging temporary block working

You must arrange for temporary block working to apply between:

- a signal kept at danger on the approach to the affected area
- a signal beyond the affected area that can be replaced to danger from the signal box.

You may divide the line over which temporary block working is to take place into two or more sections. In this case, the signals dividing the sections must be at locations easily identifiable by drivers.

Where it is necessary to move points within the area affected by the failure or disconnection, you must make sure that two temporary block working sections are established, the first ending at a stop signal on the approach to those points and the second starting at a stop signal beyond those points.
You must arrange for:

- all points within the temporary block section to be secured by clip, scotch and padlock, or by other authorised means
- a handsignaller to be positioned at the entrance and exit signals of the temporary block section.

You must tell the signaller when these arrangements have been made.

Before you authorise temporary block working to start, you must agree with the signaller that the temporary block section to be used is clear.

You must arrange for the signal at the entrance to the temporary block section to be kept at danger.

If the entrance signal is to be placed to danger by operating a signal post replacement switch, you must arrange for this to be done.

6.3 Before allowing a train to enter the temporary block section

Before allowing a train to enter the temporary block section, you must be sure that:

- the route has been set and secured throughout the temporary block working section
- the temporary block working ticket carried by the driver of the previous train has been received by the handsignaller at the end of the section
- the line is clear up to and including 200 metres (220 yards) beyond the exit signal.
6.4 Authorising a train to enter the temporary block section

You must tell the handsignaller at the entrance to the section to:

• fill in a Temporary Block Working Ticket (RT3184)
• read back the train reporting number entered on the ticket
• give the necessary instructions to the driver
• hand the ticket to the driver
• give the driver the authority for the train to enter the temporary block section.

If the train is the first to enter the temporary block section, you must arrange for the driver to be told to:

• approach all points, switch diamonds and swing-nose crossings at caution
• check, if possible, that they are in the correct position
• not pass over any of these points or crossings at more than 15 mph (25 km/h).

You must record the time that you instruct the handsignaller to issue the ticket to the driver.

You must not allow a temporary block working ticket to be issued if a train is to enter the section as an assisting train.
6.5 At the entrance signal

Before entering the temporary block working section you must have been given a Temporary Block Working Ticket (RT3184) which is valid for your train.

If the train is being worked by more than one locomotive at the front, the handsignaller will show the ticket to each driver and then give the ticket to the driver in the leading cab.

You will not be given a temporary block working ticket if your train is to enter the section to:
- assist a failed train
- evacuate passengers from a failed train
- remove a portion of a divided train
- remove a train or vehicles that have proceeded without authority.

You must tell the guard (if provided) that temporary block working is in operation.

You must not move your train until the handsignaller shows a yellow handsignal.

You must operate the TPWS temporary isolation switch before entering the section.
6.6 During the movement

You must carry out the instructions shown on your temporary block working ticket.

If you are told that your train is the first to enter the temporary block section, you must:

- approach all points, switch diamonds and swing-nose crossings at caution
- check if possible that they are in the correct position
- not pass over any of these points or crossings at more than 15 mph (25 km/h).

You must not exceed 50 mph (80 km/h).

You must proceed at caution if you have to:

- examine the line
- assist a failed train
- evacuate passengers from a failed train
- remove a portion of a divided train
- remove a train or vehicles that have proceeded without authority.
6.7 When the train arrives at the exit signal

When your train arrives at the exit signal, you must:

- hand the temporary block working ticket to the handsignaller
- reinstate the TPWS.

You must not move your train, even if the signal clears, unless the handsignaller has given you permission to do so.

If you are required to pass this signal at danger, the handsignaller will authorise you to do this and show a yellow handsignal.

As long as you are sure the handsignaller is in possession of the correct temporary block working ticket, you may clear the exit signal for the train to proceed.

Where the exit signal is also the entrance signal to another temporary block working section, you must keep this signal at danger.

You must record the time that the handsignaller tells you the train complete with tail lamp has passed 200 metres (220 yards) beyond the exit signal.
7

Passing an intermediate block home signal at danger

The person responsible: driver

7.1 If the driver cannot contact the signaller

If you cannot contact the signaller by any means, you may pass an intermediate block home signal at danger on your own authority.

7.2 Before starting

You must operate the TPWS train stop override button.

7.3 During the movement

You must proceed at caution, even if the line appears to be clear.

You must not exceed 10 mph (15 km/h) through any tunnel.

You must pass over any automatic level crossing only if you are sure it is safe to do so.

7.4 At the next stop signal

You must stop at the next stop signal and contact the signaller even if the signal is displaying a proceed aspect.

If the signal is displaying a proceed aspect and you are not able to contact the signaller by any means, you may proceed at caution towards the next stop signal or signal box.

If the signal is at danger, you must contact the signaller in the quickest possible way before proceeding.
Passing a signal at danger controlled from a signal box that is closed

The person responsible: driver

8.1 Preconditions

You may only pass a controlled signal at danger on your own authority if you have confirmed that the controlling signal box is closed.

8.2 Before starting

You must make sure that any points, switch diamonds or swing-nose crossings worked from the signal box that is closed are set correctly for the movement.

You must operate the TPWS train stop override button.

8.3 During the movement

You must proceed at caution, even if the line appears to be clear.

You must not pass over any points, switch diamonds or swing-nose crossings at more than 15 mph (25 km/h).

You must not exceed 10 mph (15 km/h) through any tunnel.

You must pass over any automatic level crossing only if you are sure it is safe to do so.
8.4 **At the next stop signal**

You must repeat the requirements of sections 8.2 and 8.3 of this module at any other controlled signal at danger that is operated from the same signal box.

8.5 **At the next signal box**

When you reach the next signal box, you must contact the signaller there at the first opportunity.
Driver passing a signal at danger or an EoA without authority

The people responsible: driver (or person controlling the movement), signaller

9.1 Passing a signal at danger or an EoA without authority

If you pass a signal at danger or an EoA without authority, you must:
• stop the train immediately
• tell the signaller that the signal has been passed at danger or the EoA has been passed without authority.

You must answer the questions the signaller asks you.

You must not proceed until the signaller gives permission.

9.2 Seeing a SPAD indicator illuminated

If you see a SPAD indicator illuminated, you must:
• stop the train immediately
• contact the signaller.

You must carry out this instruction even if the SPAD indicator applies to a signal on another line.
9.3 Signaller’s actions

When a train has stopped after any of the following, the driver should contact you immediately.

- A signal has been passed at danger.
- A train has been subject to an ERTMS trip.
- A train has passed an EoA without authority.
- Any other unauthorised movement has taken place.

You must make sure the driver is aware of the circumstances.

If a train is subject to an ERTMS trip, you do not need to carry out the rest of this instruction if either of the following applies:

- you and the driver are sure the trip was not caused by the train exceeding its movement authority
- the tripping was caused by a failure of the trackside equipment.

You must get the driver’s answers to the questions on form NR3189.

You may allow the train to be moved to a more convenient location to complete the form as long as:

- the driver is prepared to make the movement
- a more suitable location has been agreed with Operations Control.

You must:

- complete the rest of the form
- report the incident and send the form electronically, or dictate it, to Operations Control.

You must not allow the train involved to proceed until authorised by Operations Control. If the driver reports that the SPAD resulted from exceptional railhead conditions, you must also carry out the instructions in section 28 of module TW1 *Preparation and movement of trains.*
If you have any doubt about the correct working of any signal involved in a SPAD, you must treat it as defective and tell Operations Control.

You must also tell Operations Control about, and treat as defective, any points that may have been ‘run through’ during the incident, whether or not damage is obvious.