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December 2013 (Side 1 of 2)

REPORTING A SIGNAL/AWS/TPWS/ATP/TVM FAILURE OR IRREGULARITY

For use by Drivers in **all** cases of Signal, AWS or TPWS Irregularities and Signallers when the following is reported:- A wrong side signalling failure, an alleged wrong side signalling failure, a signal irregularity which is required to be reported immediately by the Driver in accordance with module S7 and module PoSA **unless the fault is clearly right side or the Signaller can explain the failure or irregularity and can confirm he/she is aware of the circumstances**, Rule Book module TW5 and local ATP/TVM instructions.

Part 1 General Information (To be completed in all circumstances)									
	Date								
Drivers details	Name								
	Reported to Time Reported Weather Conditions at location of incident								
Signallers details	Name Signal Box								
Driver reports circumstances	Driver of Train No.								
Details of the train involved	hrs From To								
Tick appropriate box	Reports: Signalling irregularity TPWS Irregularity TPWS activation								
Tick appropriate box	Approaching: Signal No at on the line Speed restriction Buffer Stops								
Details of the rolling stock involved	Traction unit No Vehicle/Cab No. in use								
Signaller establishes whether the signal has been passed at Danger	Driver have you passed a signal at Danger? YES NO								
PART 2 Report of Signal	Imperfectly Shown or Not Shown								
Driver quotes the relevant detail(s) -	1. Signal not lit								
Tick the relevant element	2. Signal obscured by foliage/bright sunlight/lineside sign *# Notes: * - delete as required # - give details below								
	3. Other#								
Driver gives further details of the irregularity, if necessary									
(End of Page 1 of 2)									

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PART 3 Report or Irregul	ar Signal <i>I</i>	Aspect							
Driver quotes the relevant detail(s) - Tick the appropriate box(es)	Signal reverted to a more restrictive aspect # 4. Arm/			/disc between ON and OFF *					
ше аррорнае вол(ез)	2. A	spects changed randomly #		5. Whi	e light instead of Red/Yellow/Green *				
	3. A	spect failed (position light signal)	Γ	6. Sigr	nal showing more	than one aspect	together #		
		Notes:*- del	ete as require	ed #-give a	letails below				
Driver gives further details of the									
irregularity, if necessary									
Specific details of the irregular sequence	Did the aspect/indication change on approach? YES NO								
	Were ther	re any trains on adjacent line(s)			YES	NO			
PART 4 Report of AWS/T	PWS/TVM	Irregularity or Failure							
	The follow	ring fault code was received:							
Driver quotes the relevant detail(s) - Circle the relevant element	Required	Actual Indication	Fault Code	Required	Actual	Indication	Fault Code		
ondo the relevant diement	Indication Clear	Horn & Bell	1	Indication None	Н	lorn	8		
	ll	Horn instead of Bell	2		В	ell	9		
		None	3		Unable	to cancel	10		
	Warning	Bell & Horn	4		Indicator did not	change to all black	11		
	ll	Bell instead of Horn	5		AWS fa	iled to arm	12		
	ll	Brake without Horn	6		AWS faile	ed to disarm	13		
	ll	None	7			failed to arm	14		
	ll	Indicator did not change to Yellow & Black	7a			ailed to disarm	15		
		(this is not a fault if it occurs after cancelling the AWS indication received when setting a driving cab into service)				when not required	16		
Details of the post incident isolations	Was AWS	isolated as as result of this incident	:?		YES	NO			
	Was TPW	Was TPWS isolated as a result of this incident?				NO			
PART 5 Report of Activat	tion of TPV	vs							
Details of the brake demand	Where did	Where did the brakes apply?							
	Overspeed Sensor before the signal								
	Train Stop at the signal Overspeed Sensor on the approach to buffer stops								
		Elsewhere		Overspeed :	Sensor before a r	eduction in permis	ssible speed		
	At what sp	peed were you approaching the loca	tion?.		mph / k	xm/h (delete as appro	opriate)		
PART 6 Other details to I	be comple	ted by the Driver (may be completed	d post incider	nt) - please use	CAPITAL LETTERS				
Give as much detail as possible - continue on a separate sheet if									
continue on a separate sneet if necessary									
(End of Page 2 of 2)	Driv	ers - this form must be hand	ed in acc	cordance	with your com	pany instructi	ions		

Signallers - this form must now be sent to Operations Control