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GERT8000-S5
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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

	Example
A black line in the margin indicates a change to that rule since the last printed version. The Rule Book Briefing Leaflet in the online Standards Catalogue contains more information about the changes.	▌
Green text in the margin indicates who is responsible for carrying out the rule.	driver
A white **i** in a blue box indicates that there is information provided at the bottom of the page.	ℹ
A rule printed inside a red box is considered to be critical and is therefore emphasised in this way.	

If you do not understand anything in the Rule Book, ask your manager or supervisor to explain it to you.

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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 extended 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

signaller

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.

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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 pilot or modified working applies.

17 An engineering train is to move towards a protection zone.

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1.2 Driver getting authority

driver

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 pilot 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.

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2 Signaller's precautions before authorising the movement

The person responsible: ***signaller***

2.1 Making sure the line is safe

signaller

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

signaller

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. **signaller**

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.

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2.3 Setting the route correctly where there is a lever frame

signaller

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 been told or 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

signaller

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.

3 Authorising the movement

The people responsible: ***driver, shunter, signaller***

3.1 Instructions from the signaller

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.

You must tell the driver if the train is only authorised to proceed as far as a specified position-light signal not associated with a main aspect signal or a semaphore shunting signal before reaching the next main aspect stop signal or semaphore stop signal ahead.

You must tell the driver whether it is necessary to proceed at a reduced speed as shown in section 4.2 until the aspect of the next main aspect stop signal ahead has been seen, or to continue at a reduced speed until reaching that signal.

On an ERTMS line where lineside signals are not provided, you must also tell the driver the location and speed of any temporary or emergency speed restriction lower than the ceiling speed.

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 pilot, extended block working or passing two main aspect stop signals at danger is in operation.

You must tell the driver to pass any SPAD indicator which may be illuminated by the movement.

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signaller

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 pilot or handsignaller

signaller

You must make sure that the pilot 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.

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 pilot 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

driver, shunter

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.

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

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. **driver**

3.4 Dealing with TPWS

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

- a section of line where extended block working is in operation
- a single-line section when working by pilot 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. **driver**

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4 During the movement

The people responsible: ***driver, signaller***

4.1 Points and crossings

driver

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 extended block working
- when making wrong-direction movements during single line working.

4.2 Train speed

a) Proceeding at caution

driver

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. **driver**

- During single line working when travelling in the wrong direction.
- During modified working on single lines.
- During extended block working.
- During passing two main aspect stop signals at danger.
- 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 pilot on single or bi-directional lines.

4.3 Level crossings

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

- 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.

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4.4 Next stop signal ahead

driver

When you can see that the next stop signal ahead is displaying a proceed aspect, your train can travel at any speed appropriate to the aspect of that signal, unless the signaller has told you that you need to travel at a reduced speed over the portion of line up to the signal.

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.

4.6 Position-light signals not associated with a main aspect signal and semaphore shunting signals

driver

If the signaller authorises you to pass a main aspect signal or semaphore stop signal at danger, this allows you to proceed as far as the next main aspect stop signal or semaphore stop signal ahead, ignoring the aspect displayed by any of these types of signals that are in the route:

- position-light signals not associated with a main aspect signal
- semaphore shunting signals.

However, if the signaller tells you that the train is only authorised to proceed up to a specified position-light or semaphore shunting signal, you must:

- only proceed as far as that signal
- stop at it, whatever aspect is displayed.

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5 Extended block working

The people responsible: ***competent person, driver, signaller***

5.1 Authorising extended block working

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

Extended block working must only be authorised if signalling equipment on a TCB line other than a single line fails or is disconnected and it is necessary to authorise drivers to pass two or more consecutive main aspect stop signals at danger under the same authority.

5.2 Arranging extended block working

competent person

You must arrange for extended block working to apply between

- an entrance signal kept at danger on the approach to the affected area, and
- an exit signal, that can be replaced to danger from the signal box, at a suitable location easily identifiable by a driver, beyond the affected area.

When possible, this suitable location should be a place such as a station, level crossing, tunnel or junction.

Before extended block working commences, you must arrange for an ‘end of degraded working’ sign to be provided at the exit signal.

However, you may allow extended block working to be introduced before this sign is provided at the exit signal if the exit signal is located immediately before, at, or immediately beyond a:

- station
- level crossing
- tunnel, or
- junction.

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competent person

You must still make sure an 'end of degraded working' sign is provided at the exit signal as soon as possible

You must make sure the sign is provided before the start of any extended block working that has been planned and the arrangements published in the *Weekly Operating Notice*.

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 extended block working to commence, you must agree with the signaller that the extended block working section to be used is clear.

signaller

You must arrange for the signal at the entrance to the extended block 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.

signaller

Before you allow any train movement to pass over points in the extended block 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 extended block working is in operation, you must not allow any points within the extended block working section to be moved.

5.3 Before allowing a train to enter the extended block working section

signaller

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

- the route has been set throughout the extended block working section, using the route card if one is provided
- points within the extended block working section for which you do not have the correct normal or reverse indication have been secured
- points within the extended block 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 extended block working section
- the exit signal is at danger.

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signaller

Before the ‘end of degraded 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 extended block working section

signaller

When a train is to enter the extended block working section, you must tell the driver that extended block 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 degraded working' sign has been provided.

You must then dictate an Extended Block Working Ticket (NR3190) to the driver.

If the train is the first to enter the extended block 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 understands what is required, you must tell the driver to pass at danger the signal at the entrance to the extended block working section.

signaller

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 Extended Block Working Ticket to the driver if a train is to enter the section as an assisting train.

5.5 At the entrance signal

driver

When your train is to enter an extended block working section, the signaller will tell you that extended block 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 degraded working' sign has been provided.

You must then complete an Extended Block 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 Extended Block Working Ticket and show it to every other driver. The driver in the leading cab must then retain the Extended Block Working Ticket during the movement.

You must not complete an Extended Block Working Ticket if your train is to enter the section to:

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

When the signaller is sure that you understand what is required, you will be given authority to pass at danger the signal at the entrance to the extended block working section.

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driver

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

You must operate the TPWS temporary isolation switch before entering the extended block working section.

5.6 During the movement

driver

You must carry out the instructions shown on your Extended Block Working Ticket.

If you are told that your train is the first to enter the extended block 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 extended block working section to:

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

5.7 When the train arrives at the exit signal

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

- stop
- immediately reinstate TPWS
- tell the signaller that your train has arrived at the exit signal
- cancel the Extended Block Working Ticket by writing the word 'CANCELLED' across it
- obey the signaller's instructions for resuming normal working.

You must dispose of the Extended Block Working Ticket as shown in your company's instructions.

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

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 extended block working section.

5.8 Ending extended block working

You must not end extended block working until the last train authorised to enter the extended block working section is clear of the section. **signaller**

Until you are told that the 'end of degraded working' sign has been removed you must (if available) use a GSM-R berth-triggered advisory broadcast to tell the driver of any train that is to approach the sign.

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signaller

Until this broadcast is in place you must stop and tell the driver of each train that is to approach the sign.

If you receive either a 'failed' or 'not sent' message, this means that a train has not received the broadcast. You must stop the affected train, and tell the driver about the sign.

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6 Passing two main aspect stop signals at danger

The people responsible: ***driver, signaller***

6.1 Before allowing a train to pass two signals at danger

signaller

If signalling equipment on a TCB line other than a single line fails or is disconnected, and you need to authorise the driver to pass two or more consecutive main aspect stop signals at danger under the same authority, you can normally only do so after you have been authorised to introduce extended block working.

However, you can authorise the driver of a train stopped at a main aspect stop signal to pass that signal and the next main aspect stop signal at danger if all of the following apply.

- It has been confirmed that because of the same fault, neither signal can display a proceed aspect, or the first signal is held at danger and the second signal is not displaying any aspect.
- There is no main aspect distant signal between the two main aspect stop signals.
- The second main aspect stop signal is not fitted with TPWS.
- The line has been examined and is known to be clear up to and including the overlap of the next main aspect stop signal beyond the second main aspect stop signal involved.
- The next signal beyond the second main aspect stop signal is displaying a proceed aspect.

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6.2 Authorising a train to pass two signals at danger

signaller

You must tell the driver.

- what is happening
- that it is necessary to pass two consecutive main aspect stop signals at danger, or the first at danger and the second not displaying any aspect
- the identity of the two signals involved
- to obey the aspect of all subsequent signals
- to travel at a maximum speed of no more than 50 mph (80 km/h) until after sighting the first signal that must be obeyed, and then proceed as indicated by the aspect of that signal
- to proceed at caution at any location where it is necessary to do so.

When the driver has repeated back the instructions to show that they are understood, you may authorise the driver to pass the two signals at danger.

You must record in the Train Register:

- the line affected
- the train reporting number
- the time you give permission to pass the two signals at danger
- the time the train has passed clear of the signal beyond the two affected signals.

6.3 At the first signal

driver

If the signaller tells you that because of the same fault. two consecutive main aspect stop signals cannot display a proceed aspect, or the first signal is held at danger and the second signal is not displaying any aspect, you must repeat back all the instructions given to you to show that you have understood them.

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The signaller will then authorise you to pass the two main aspect stop signals at danger. **driver**

6.4 During the movement

You must: **driver**

- pass each of the two main aspect stop signals at danger
- ignore the aspects of any ground position-light signals, unless the signaller has told you otherwise
- obey the aspects of all subsequent signals
- travel at a speed not exceeding 50 mph (80 km/h), other than locations where you are told to proceed at caution, until you can see the aspect of the next main aspect stop signal beyond the second signal you were authorised to pass
- then proceed at a speed appropriate for the aspect displayed by that next signal.

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7 Passing a signal at danger controlled from a signal box that is closed

The person responsible: ***driver***

7.1 Preconditions

driver

The instructions in sections 7.1 to 7.5 only apply at a signal box on an absolute block line.

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

7.2 Before starting

driver

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.

7.3 During the movement

driver

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 level crossing only if you are sure it is safe to do so.

7.4 At the next stop signal

You must repeat the requirements of sections 7.2 and 7.3 of this module at any other controlled signal at danger that is operated from the same signal box, including an intermediate block home signal. **driver**

7.5 At the next signal box

When you reach the next signal box, you must contact the signaller there at the first opportunity. **driver**

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8 Driver passing a signal at danger or an EoA without authority

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

8.1 Passing a signal at danger or an EoA without authority

driver (or person controlling the movement)

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.

driver

You must answer the questions the signaller asks you.

You must not proceed until the signaller gives permission.

8.2 Seeing a SPAD indicator illuminated

driver (or person controlling the movement)

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.

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8.3 Signaller's actions

signaller

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 passed an EoA without authority.
- Any other unauthorised movement has taken place.

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

You may allow the train to be moved to a more convenient location (for example, to clear a junction or level crossing, or to bring the train fully into a station platform) as long as:

- the driver is prepared to make the movement
- the driver considers that there is no defect that would make it unsafe to move the train
- the movement will not proceed beyond another main aspect stop signal or block marker, unless this is permitted in the *Signal Box Special Instructions*.

You must:

- get sufficient information from the driver to be able to report the incident to Operations Control by completing Form NR3189
- report the incident 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 reportable railhead conditions, you must also carry out the instructions in section 28 of module TW1 *Preparation and working 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.

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