



# Investigation tool

This information is collected in accordance with the *Privacy & Personal Information Protection Act 1998 (NSW)* and the *Health Records & Information Privacy Act 2002 (NSW)* and will be treated confidentially.

## Initial SPAD data collection tool for rail infrastructure managers - tool A

### Instructions

- Completed forms can be forwarded to ITSR either by **email:** occurrences@transportregulator.nsw.gov.au or **fax:** 02 8263 7200.
- Rolling stock operators to complete tool B.
- Rail infrastructure managers to complete tool C.

### Part 1 - General details of SPAD



Date:  /  Time:  Signal number(s):

Train number:  Run number:

Number of signal in rear:  Speed limit:  (km/h)

Location of SPAD:  Line:

Signal type: absolute  permissive  shunting

Signal description (e.g. semaphore, single light colour light, double light colour light, shunting signal, stop board or other fixed signal):

How is the signal protected (e.g. catch point, train stop)?

By how far has the leading cab passed the signal?  (metres)

What is the length of the signal overlap?  (metres)

SPAD classification:

Were any staff/passengers injured? yes  no

Is there any damage to the rolling stock and/or track/infrastructure? yes  no

If yes, what damage?

How long was the service delayed:  (minutes) Was there a cumulative delay to following services? yes  no

If yes, how long?  (minutes) Was the train service cancelled? yes  no

## Part 2 - Driver details

Driver's name:  Driver's company:

Driver's home depot:

Start of shift (time):  Journey starting point:

Number of hours since last break:  Destination:

Alcohol test conducted?      yes       no       If yes, was it clear?      yes       no

Drug test conducted?      yes       no       If yes, was it clear?      yes       no

## Part 3 - Questions to ask the driver

1. Are you aware you have passed signal  at danger without authority?      yes       no   
*(provide signal number)*

2. Do you agree that you have passed the signal at danger without authority?      yes       no   
If no, why do you disagree?

3. What signal indications did you receive during the approach to the signal?

4. What were the weather conditions at the location of the incident?

5. Did the train safety system automatically apply the brakes?      yes       no       don't know

6. Have any points been run through?      yes       no       don't know

7. Are you accompanied in the driving cab?      yes       no

If yes, by whom?

8. What in your view has led to this incident?

9. Do you consider the train fit to continue?      yes       no

10. Do you consider yourself fit to continue?      yes       no

## Part 4 - Details of rollingstock involved in the incident

Operator:	<input type="text"/>	Vehicle type:	<input type="text"/>
Vehicle/cab number:	<input type="text"/>	Traction unit number:	<input type="text"/>
Load of train:	<input type="text"/>	Length of train:	<input type="text"/>

Was a brake test carried out? yes  no  If yes, was the brake test satisfactory? yes  no

If no, give details:

Is there a trip valve fitted to the train? yes  no  If yes, was it operational? yes  no

Does the train have any other train protection fitted? yes  no  If yes, was it operational? yes  no

What type of train protection is fitted? (ATP/TPWS etc.)

Were there wheel-rail interface problems? yes  no

If yes, give details:

## Part 5 Authorisation for train to proceed

Authorisation for train to proceed forward received from operations control at:  (time)

Driver of train number:

Is authorised to proceed to:  (location)

Or driver relieved of duty at:  (location) at:  (time)

## Part 6 Details for signaller to complete

Why was the signal at stop/danger?

or

Why was the signal returned to stop/danger?

Any other observations?

Signaller:  Signal box/control centre: