



## Contacting the Signaller

There has been a few instances recently, where due to a train fault, the trains safety systems (AWS and TPWS) have become defective. On these occasions the drivers have failed to contact the signaller **immediately** and report this. TW5 in the Rule Book explains the requirements for contacting the signaller in the event of defective safety equipment.

Below are the excerpts for AWS and TPWS. Please make sure you familiarise yourself with these, and all other relevant safety equipment.

### 4.3 If the AWS becomes defective during a journey

If you become aware that the AWS has become defective when it is required to be in operation, you must:

- stop your train immediately
- tell the signaller
- not move the train until instructed to do so
- carry out the instructions given.

If you become aware that the AWS has become defective when it is not required to be in operation, you must:

- tell the train operator's control at the first convenient opportunity
- carry out any instructions given.

### 24.3 During a journey

If the TPWS becomes defective when it should be in operation, you must:

- stop your train immediately
- tell the signaller
- not move the train until instructed to do so
- carry out the instructions given.

If the TPWS becomes defective when it is not required to be in operation, you must:

- tell the train operator's control at the first convenient opportunity
- carry out any instructions given.

These instructions **MUST** be followed.

The signaller must be informed immediately if you believe a safety system that is required to be in operation is defective. **They may need to apply certain conditions to the routing and signalling of your train.** There may also be speed restrictions that will apply once the train is authorised to continue.

If you have any questions or concerns about this please contact a DTM for support.

