

1. Introduction

- 1.1 The signs described in this guidance are not exclusive; the following signs are covered in the supplementary information at section 5:
- permanent speed signs
 - network rail speed signs
 - depot speed signs
 - ATP or ATO train stopping markers
 - halfway line or buffer stop approach markers
 - car position and train stopping markers
 - temporary speed restriction signs
 - whistle boards
 - coasting signs.
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- 1.2 Patrollers are required to check, remove any obstructions and clean (where possible) the signs along the patrol route in the course of their duties.
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2. Faults to check for

- 2.1 Any malfunction.
Note: Rectify if possible.
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- 2.2 Dirty signs (diamond car stopping mark shown opposite).
Note: Clean if possible.



2.3 Parts missing or damaged.



2.4 Advance warning lights not working.

2.5 Unsecured signs.

Look for:

- speed signs not securely fixed
- lamps not working.



2.6 Problems with temporary speed restriction signs.

Look for:

- dirt on sign, particularly affecting reflective surfaces
- damage
- security of mounting to bracket (for example, are clips inserted?)
- hazard warning indicator lamps are working (should be flashing yellow), and report if batteries are flat.



3. Other faults to check for

3.1 None.

4. Report

4.1 All problems identified with the speed signs (including temporary speed restrictions) and stopping and coasting signs.

4.2 All repairs and cleaning undertaken.