



Wessex Route

Change over to the NR3180 in SSOWPS and the changes to the form.

1. Overview.

Overnight on the 27th November changes were made to SSOWPs 2.5 to switch to the new NR3180 form from the RT3181. At the same time changes were made to the GZAC system to enable better information to be supplied to Signallers who will be using the same document as the COSS/PC when taking or granting a Line Blockage.

The system changeover was done in readiness for the 1st December when the NR3180 is finally the one form to be used by both parties in a planned line Blockage. The benefits are that both parties are using the same format, consequently they should follow the same logical script and safety critical communications should be better organised lessening the potential for error.

The new format has been the subject of much discussion between the management and the RMT & TSSA unions across both the signaller and trackside communities where opinions were sought, and amendments made.

2. The changes.

The changes to the formatting are not major changes, the final page of this document shows a list of what has been changed.

3. Limits placed in the form for repeated line blockages

It appears at first view there is a limit on the form for a line blockage to be retaken a maximum of six times only, this is not the case but a second form must be provided in the SWP for use if a line blockage is to be taken more than six times.

Note: The limit of six lines on the form does not mean there is a limit of six times a line blockage can be taken, the Signallers have not been instructed there is a limit of six, they have been instructed to use a second form.



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4. What is not affected.

The formatting changes to the line blockage form does not affect the 'verification' and 'authorisation' already completed in the SSOWPs system. The line blockage information contained in the new format should be the same as in the existing details in the system. This was one of the conditions specified when the switch to the new form was completed in the system.

However, Planners should check all line block details are shown on the forms supplied and COSS's must check the same before 'accepting' the SWP for use.

5. Incident Response Permits. (IRPs)

It is acceptable to use an IRP from the books containing the RT3181, but COSSs should be issued with paper copies of the new NR3180 for use from this weekend, the 1st December.

6. Actions to be taken

Responsible Managers to;

- Make the contents of this safety alert available to all staff; brief and/or discuss the contents as soon as possible.
- Provide a copy of the SSOWPS produced NR3180 to all COSSs likely to be affected by change so they can familiarise themselves with the changes.
- Make the list of changes on page 3 of this document available to those affected.
- Planners and COSS's to check line blockage detail in the new format before use and 'acceptance'.
- Paper copies of NR3180 to be supplied for IRP users.



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The changes.

This is the list of what has been amended.

Section 1) General arrangements

- WON/GZAC number is as before,
- Role requesting line blockage – IWA, SWL, COSS, PC, DP, Train Crew, Platform Staff (slight difference there),
- Name of requester (slight variation),
- Phone number and employer is as before,
- Site of work – this is new (good),
- Incident response – Y/N and fault number is new (good),
- Signaller details (basically the same),
- Activity time is as before but time needed to give up the block is new.

Section 2) Blocking the line

- Line to be blocked, between and to and the protecting signal is as before,
- New addition is the additional signal/route closed/ARS isolated/position of points.

Section 3) Additional protection

- Will work affect the safety of the line - planned additional protection and what additional protection has been moved from section 1 to section 3.

Section 4) Testing communications

- Have the communications been tested and the current location of requester (new).

Section 5) Granting authority

- Granting authority (moved -was captured within section 3 of the RT3181),
- Is line clear of trains? (new),
- Advised requester that all protection is in place and reminder appliances applied (replaces the prompt),
- Are any other signallers involved Y/NA, controlling signaller must reach a clear understanding with COSS/PC (new),
- Has additional protection been applied if required Y/NA,
- Agreed hand back time, block taken at time, authority number, given up at time.

Section 6) Level crossing arrangements - as before.

Section 7) A) Change of signaller (new), B) Change of COSS/SWL/PC/Signal Tech,

Section 8) IWA/COSS/SWL signing in with the PC.