

# Safety Bulletin

A serious incident has taken place



## Significant Near miss - Line Blockage Irregularity

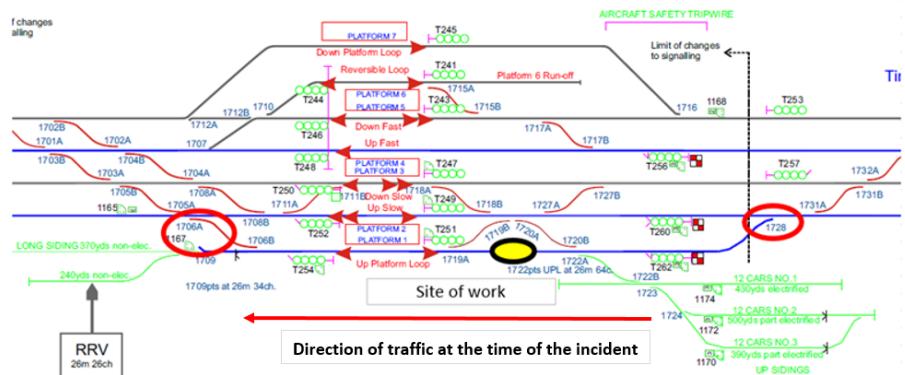
Issued to: Southern Region

Ref: 01-2020

Date of Issue: 09/01/2020

Location: Gatwick VTB3

Contact: Route Safety Team



### Overview

On the 09/01/2020 a group of 6 Network Rail track workers were undertaking planned Level 2 rectification work on the Up Platform Loop (Gatwick, VTB3) within what they believed was a line blockage.

At approximately 03:17 the driver of passenger train contacted the signaller to advise that he had run over a PLB (this was later identified as site lighting). At the same time, the COSS/PIC called to advise that a train had made its way into his site of work.

Initial investigations have found that the COSS/PIC planned to take a line block on the Up Loop (Platform 1) however as a result of both the COSS/PIC and signaller not reaching a clear understanding the UP Slow (Platform 2) was blocked. The line blockage details were not comprehensively covered nor did they 'repeat-back' the details.

Whilst the COSS/PIC and plans reflected planned line block on the Up Loop, the signaller blocked Platform 2.

The working group narrowly avoided being struck by the train which came to a stop approximately 2 to 3 chain from the working group.

### Key Learning / Discussion Points

- When we are engaging in safety critical communication, it is our responsibility to repeat back what we have heard, outline our understanding of any actions that are required and clarify anything we are unsure of. Safety critical conversations are not just about going through the motions; you must actively listen to what is being said so you can satisfy yourself that that you are clear about the arrangements.
- Signallers have overall lead responsibility for a safety critical call unless speaking to the ECRO.
- Always ensure that you have discussed all aspects of the request including but not limited to, the exact location of the work, protecting signals, blocking limits, line/lines affected.
- When acting as a COSS/PIC have you considered additional protection for your line blockage during the planning stage ?

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