

## NATIONAL OPERATING PROCEDURES

Form: F3.27A

### TRANSFERRABLE LESSONS FROM SERIOUS OPERATIONAL INCIDENTS / INVESTIGATIONS

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1

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## Braystones UWC Irregularity



### Summary of Incident:

On 21/06/2020 at 1629 Hrs, the signaller controlling Braystones UWC received train entering section bell signal for service 2C52 from St. Bees Signal box. The train was on a single line section heading in the UP direction towards Braystones UWC.

At 16:37, the signaller received a request from a crossing user to cross with a motor vehicle at Braystones UWC, with 2 minutes required to complete the activity. The signaller granted permission for the crossing user to cross. This authorisation was in contravention of the Signal Box Special Instruction decision point which states: Permission must be refused if a train has departed St. Bees.

The signaller realised this error after 12 seconds and called the crossing user back to prevent the user from crossing. The crossing user confirmed they could see the train approaching and therefore did not cross.

### Learning Points:

- The quickest way to prevent an accident is to return signals to danger and to initiate a REC Call
- User worked crossing decision points are absolute and must be strictly adhered to
- Are you aware of the decision points for UWCs in your area of control?
- Do you take enough time to consider your decision before authorising a UWC request?
- Are you aware of the geographical location of all UWCs in your area of control?
- Do you take 5 and completely focus on the task?
- In this situation a Railway Emergency Group call must be made.

