

Safety Bulletin

A Line Blockage Irregularity has occurred



Issued to: Southern Region

Reference: Line Blockage Irregularity

Date of Issue: 18/06/2020

Location: Queenstown Rd/Clapham Junction,
Wessex Route

Contact: Steven.Edwards@networkrail.co.uk



Overview

On the 18th of June 2020 at approx. 12:00, a line blockage with additional protection provided by means of a remote T-COD, was being taken on the Down Windsor Slow (DWS) from Queenstown Road to Clapham Junction.

The PIC/COSS contacted the Signaller at Panel 2 Wimbledon to take the line blockage and agree the limits. Once this was done, the Signaller requested that the PIC/COSS waited in a position of safety until the Signaller called back, to ensure that communications were working.

During this time the PIC/COSS, without authority from the Signaller or signal protection being in place, operated the remote T-COD for the line blockage. The Signaller, despite the irregularity, initially granted the line blockage (with an authority number) but requested it back 25 minutes later, following a conversation with the Signal Shift Manager (SSM).

The irregularity was reported and investigations into the event commenced.

Discussion Points:

- **Remote T-CODs provide additional protection and can be operated from a position of safety however, you must always follow the process for taking LB as per the Rulebook GERT8000 Handbook 8: IWA, COSS or PC blocking a line.**
- **As per Section 2.1 of the handbook; only after the signaller confirms that the protecting signal has been placed to danger, you can arrange for additional protection if necessary. You must get the signaller's permission before a T-COD is placed on the line and inform him/her when the T-COD has been applied (as per Section 2.4).**
- **In order to use remote T-CODs you must be trained.**
- **The importance of reporting Operation Close Calls/Irregular Working in a timely manner.**

Part of our group
of Safety Bulletins

Safety
Alert

Safety
Bulletin

Safety
Advice

Shared
Learning