

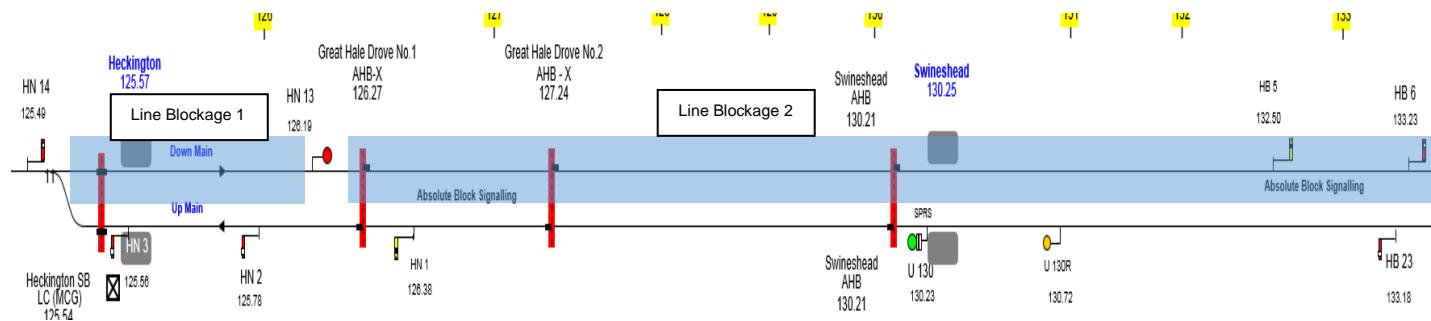
TRANSFERRABLE LESSONS FROM SERIOUS OPERATIONAL INCIDENTS / INVESTIGATIONS

Issue:	1	Ref:	NR/OPS/98	Date:	14/10/20
--------	---	------	-----------	-------	----------

Heckington Signal Box – Line Blockage Granted with Train In Section

Line Block 1 HN14 – HN13 (Station Limits)

Line Block 2 HN13 – HB 11 (Heckington-Hubberts Bridge)

Summary of Incident:

The Signaller at Heckington SB had received two line blockage requests for the same line (one was within station limits) and was awaiting 6E02 to clear the relevant sections before granting them. After 6E02 cleared HN13 signal, the line blockage 1 was granted. The intention then was to then grant the line blockage 2 once 6E02 was clear of the absolute section up to and including the clearance point of Hubberts Bridge SB's HB11 signal.

For the line blockage 2, the Signaller placed a reminder appliance on HN13 (protecting signal) in readiness for granting the line blockage. After carrying out other tasks, the Signaller incorrectly assumed that the block indicator at neighbouring Signal box (Hubberts Bridge) was in the train on line position for the line blockage rather than identifying a train was still in section and that the 2-2-2 bell signal had been sent and acknowledged. These factors led to the Signaller assuming it was safe to grant the line blockage 2. Train 6E02 was however, still in section.

Upon checking the TRB, the signaller realised that the 2-2-2 bell signal (block the line for protection purposes) had not been exchanged and only the train entering section bell signal for 6E02 had. The block indicator was correctly at Train on line, but this was for 6E02 being in section and not blocking the line for protection purposes. The Signaller therefore realised that 6E02 was still in the section and subsequently made an 'emergency' GSMR call to 6E02 to bring the train to a stand.

Thankfully, the track worker had not commenced work and was still in their vehicle in a position of safety when the train went past.

Learning Points:

- **ALWAYS** check the TRB ensuring it is up to date, specifically checking the position of trains prior to granting a line blockage.
- When granting a line blockage in the absolute section, train out of section bell signal for the previous train must be received (unless authorised in the SBSI) with the block indicator placed to normal. **NTS – Attention Management**
- **ALWAYS** 'Take 5' for safety. Track workers rely on your vigilance to ensure they get home safe every day. **NTS – Attention Management**
- Only accommodate line blockage requests when you have sufficient time to give this your upmost attention. **NTS – Multi task Capacity**
- Think and assess before and when to apply any 'Reminder Appliances' **NTS – Planning and Decision Making**



OFFICIAL

Form: NR/L3/OPS/045/F3.27FA Issue 2 (Oct 2020)

TRANSFERRABLE LESSONS FROM SERIOUS OPERATIONAL INCIDENTS / INVESTIGATIONS

