

NATIONAL OPERATING PROCEDURES

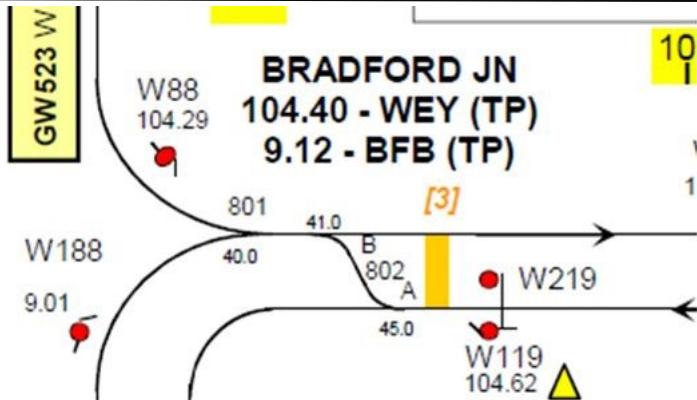
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Bradford Junction – Pilotman authorising a train on to single line without authority



Summary of Incident:

At 0315 on Monday 30th November 2020 the Pilotman at W119 authorised 6A29 to pass W119 and enter the single line from Bradford Junction to Thingley Junction without authority from the Signaller at Westbury PSB.

Due to an axle counter failure on the single line at 0130, the Swindon Mobile Operations Manager was directed to W119 signal to set up Pilotman working under P2 regulations. Upon initiating Pilot working, one train was sent through the section and then the Signaller at Westbury informed the Pilotman that two trains would pass heading towards Bathampton Junction and the third train, 6A29, would be for Thingley Junction.

When 6A29 arrived at W119 signal the Pilotman issued a RT3156 ticket and gave permission for the driver to pass W119 at danger, forgetting to seek the signaller's permission for this move to take place. When the Signaller at Westbury observed the track circuits ahead of W119 occupying they started a GSMR REC call and brought the train to a stand.

The MOM contacted the Signaller and admitted they had authorised the train to proceed without authority from the Signaller.

Learning Points:

The Pilotman in P2 working always requires the authority of the Signaller before authorising a driver to pass a signal at danger. (**Rule Book module P2 Clause 3.1 & 3.2**) The Pilotman concentrated on sending 6A29 and failed to follow the correct process for allowing the train to proceed.

- **NTS Situational Awareness**
ALWAYS ensure you understand the whole process, being clear on what is information and what is permission
- **NTS Planning and Decision Making**
ALWAYS Take time to break down activities into bite-size chunks to ensure you understand them
- **NTS Communications**
ALWAYS repeat back to confirm understanding and challenge if you are not sure

