

NATIONAL CONTROL INSTRUCTIONS

Instruction: 5.10

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Issue: 2

Date: 04 June 2011

WRONG ROUTING

1 PURPOSE

- 1.1 Controllers shall ensure that, in all incidents, priority is given to ensuring safety, and that adequate practical response is provided to the incident.

2 SCOPE

2.1 Wrong Route Cleared and Taken

- 2.1.1 Network Rail Route Control may become aware of this event from a number of sources that include: TOC Controls, Train crew and Signallers.

- 2.1.2 The Controller receiving the information must ascertain from the informant the following information:

- a) The train involved.
- b) Whether the train has stopped or continued.
- c) If stopped, the current position of the train.
- d) If the train is electrically powered, whether it still is receiving power.
- e) The route that has been cleared and accepted, the signal number and the route that should have been correctly cleared
- f) Reason given for the signal being cleared and accepted (if known)
- g) What other train services are affected by this event.
- h) Signaller's details (name, location and shift etc)
- i) Driver's details if known (name, home depot, diagram number etc)
- j) Whether the TOC Control considers the driver is "at risk", as they may decide they want the driver relieving.

- 2.1.3 Once the position of the train has been established, examine the options available for moving the train:

- a) Continue on the incorrect route, or
- b) Return to a point from where the correct route can be attained.

If (a), establish the route competence of the train crew and route clearance (RA) for the train.

- 2.1.4 Advise the Local Operations Manager and Train Operators Control.

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- 2.1.5 If the train is electrically powered, the incorrect route is not electrified, and the train has run far enough to lose power supply, initiate measures to return the train to where power can be restored.
- If the train is powered from OLE, check that neither fixed nor on-train equipment has been damaged by the train running into contact with any structure or object in an area where no OLE is provided.
 - If the train is powered from a third rail, check that the shoe-gear of the train is undamaged. Also, check whether there are run-off ramps for the third rail to enable the train to be safely assisted back to where power is available.
- 2.1.6 After interviewing the signaller, the Local Operations Manager will complete a Signallers Irregularity form and send it to the Network Rail Route Control.

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