

OPERATIONS MANUAL

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Page: 1 of 1

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TEMPLATE FOR BRIEFING OF SERIOUS OPERATIONAL INCIDENTS

Immediately Transferable Lessons from level crossing incidents

Information for Signallers and Front Line Operational Staff

On Thursday 5th January, at approximately 12:25, the Signaller operating panel 4 at Feltham ASC initiated the lowering sequence at Chertsey CCTV level crossing for the passage of 2S25 which was approaching the crossing on Down line. The Signaller observed a member of the public (MOP) enter the crossing and stopped the lowering sequence, the MOP however did not exit the crossing and stood next to the down side facing boom pedestal. The Signaller attempted to raise the barriers but was unable to do so as he had already called a route from F301 signal which protects the level crossing on the Down line. It was not immediately clear to the signaller why the barriers would not raise, and whilst trying to raise the barriers he inadvertently operated the crossing clear button. F301 then cleared to a proceed aspect with the MOP inside the crossing, immediately after the crossing clear button was operated, the MOP then exited the crossing.



Reason Incident Occurred:

- The member of the public entered the crossing during the lowering sequence and failed to exit the crossing when the sequence was stopped.
- A route was set across the level crossing from F301 signal, the Signaller did not immediately recognise that this would prevent the barriers from raising when in manual.
- The Signaller inadvertently operated the crossing clear button with a member of the public within the limits of the crossing.

Points to Consider:

- Do you know that a route being set over a level crossing will then prevent the barriers from being raised manually?
- Are you aware that the protecting signal/s should only be cleared after you are sure the crossing is clear and the crossing clear button has been operated? (*National Operating Instructions, Unit 29, Section 6.2*)

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