

# OPERATIONS MANUAL

Form: 5-18A

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Issue: 1

Date: 03 March 2012

## TEMPLATE FOR BRIEFING OF SERIOUS OPERATIONAL INCIDENTS

# Immediately Transferable Lessons from a T3 irregularity at Poole

### Information for Signallers and Front Line Operational Staff

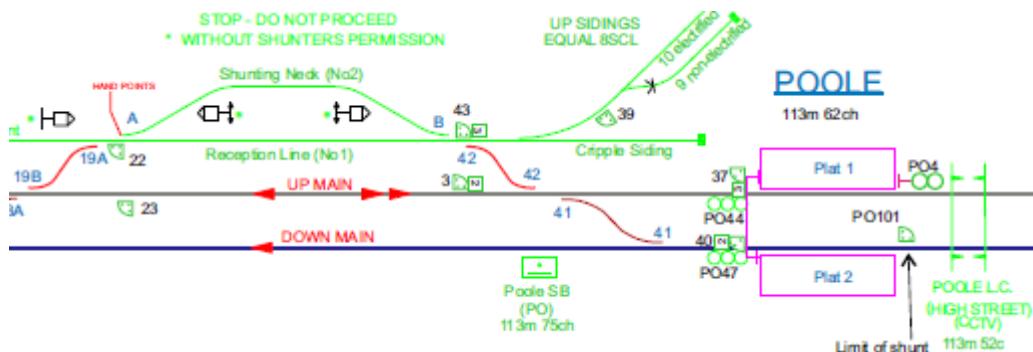
On Friday 03<sup>rd</sup> March, at approximately 00:39, the Signaller operating the Dorset Coast panel at Basingstoke ASC cleared the route for 5B76 to exit Poole Reception siding towards Bournemouth, through Platform 1 at Poole.

Shortly afterwards the PICOP for WON 48 Item 508 supplement 3 contacted the signaller, they completed a safety conversation regarding the blocking arrangements as per the T3 process and agreed signal protection which was recorded at 00:41.

The conversation between the PICOP and signaller was to a good standard and Safety Critical protocols were applied as appropriate, however the signaller failed to recognise that Poole Reception siding was blocked as part of the T3 arrangements.

5B76 exited the Reception road which was witnessed by a Blockman walking to site to place detonator protection. The Blockman immediately advised the PICOP who intern contacted both the signaller and Wessex Integrated Control Centre to report the irregularity.

The signaller altered their method of working for 5B76, on previous nights they routed the train in to Poole platform vice the booked working of Poole Reception siding.



#### Reason Incident Occurred:

- The Signaller failed to recognise that Poole Reception siding formed part of the T3 arrangements
- The Signaller failed to place suitable reminder appliances on all signals associated with the T3
- Increased workload due to late running caused the signaller to rush through the arrangements
- Due to late running the signaller altered their method of working with 5B76 from previous night shifts that week.

#### Points to Consider:

- Do you know what conditions must be satisfied before you can grant a T3 possession?
- Do you check the signal aspects and routing of trains prior to granting signal protection?
- Do you give yourself suitable time to plan and prioritise during late running or degraded working?

Date Produced:	12/03/17	Date Posted:	13/03/17
		Post For:	12 Weeks