

# Safety Bulletin

*A serious incident has taken place*



## **Week 12 Item 35. Possession Detonator Protection Placed on Incorrect Road**

**Issued to:** Wessex Route

**Ref:**

**Date of issue:** 27/06/2017

**Location:** BML1 Up Fast approaching  
Woking Junction

**Contact:** Wessex Access Planning Team

### **Overview**

A possession was booked to take place between Woking Junction and Pirbright Junction affecting the Down Fast line from 01:05 until 05:50.

At 01:12 17/06/2017 the Possession Support Staff (COSS and Assistant) were given permission to access the track using the gate at Royal Oak Footbridge no.1 for Woking Sub Station.

Once trackside, the PSS proceeded to place the protection on the Up Fast instead of the Down Fast as planned, leaving the Down Fast unprotected.

The irregularity was not identified until a Seasonal Treatment Train (3Z10) came to a stand short of the protection on the Up Fast.

Upon investigation it was established that the PSS had become disorientated after walking through the access gate and attempted to get bearings from point numbers.

After failing to identify 2238B points the PSS walked towards the London direction looking for a set of points to lay protection, and came to 2236 diamonds.

The PSS then erroneously crossed from the Down Fast over to the Up Fast and placed the protection on the Up Fast approaching 2238A points.

### **Discussion Points**

- How do you ensure that you correctly pay attention during your safety briefing, even when you are familiar with the location and task?
- If anything is unclear during your briefing, what can you do to gain that clarity?
- If you become disorientated on track, what should you do?
- When relaying information to PSS, what can you do to check that it has been understood?

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