

OPERATIONS MANUAL

Form: 5-18A

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Issue: 1

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TEMPLATE FOR BRIEFING OF SERIOUS OPERATIONAL INCIDENTS

Immediately Transferable Lessons following an incident of Irregular Working when Passing a Signal at Danger

Information for Signallers and Front Line Operational Staff

On Thursday 24th August, a track circuit failure between Gillingham and Tisbury showed occupied when clear maintaining SE4672 signal at danger on the Up Exeter line at Gillingham Station, this also caused a block failure between Tisbury and Gillingham, Modified Block Working was introduced for the first train 1L09.

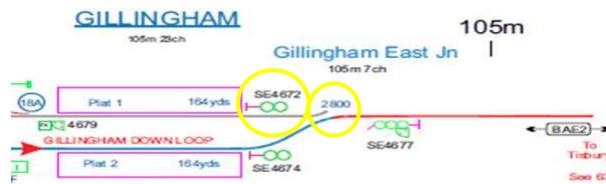
The signaller operating Salisbury panel examined the line in the Down direction with 1L09, the driver reported that the line was clear and safe for the passage of trains.

At approximately 08:27, the Basingstoke WoE signaller authorised the driver of 1L26 past SE4672 signal at danger, the Direction of Flow indication was set for movements in the Up direction. Shortly afterwards the signaller contacted the driver of 1L26 to report that the route had not been set correctly for the movement.

The signaller confirmed that the driver and train were fit to continue and authorised the driver to continue on to the single line, the driver reported to the signaller that they had felt a jolt and it was realised that SE2800 points had been run through.

The incident was immediately reported to Wessex Integrated Control Centre and the signaller removed from duty to allow a full investigation.

When interviewed the signaller confirmed that the associated route card had not been utilised to set the route from SE4672.



Reason Incident Occurred:

- The Signaller failed to use the Route Card provided to set the route, they assumed the route was set correctly without checking.
- The Signaller failed to have the route checked by other signallers on duty at Basingstoke ASC

Points to Consider:

- Do you know what conditions must be satisfied as per Rule Book module S5 before authorising a driver passed a signal at danger?
- Do you set the route as per the instructions on the associated Route Card?
- Where practical, do you get the route checked?
- Do you give yourself suitable time to plan and prioritise during late running or degraded working?
- Do you take 5 for Safety?

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