

### Transferable Lessons from Serious Operational Incidents / Investigations

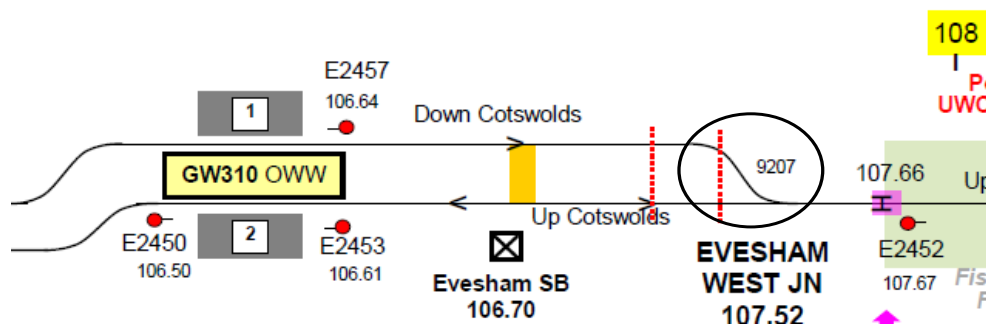


Issue No: NR/OPS/026

Date Issued: 30/05/2018

#### Points run through during pilotworking at Evesham

Insert Picture / Diagram:



#### Summary of Incident:

At approx. 06.00 the signaller working at Evesham box agreed the arrangements for working by pilotman, in line with planned working to and from the point of obstruction between Evesham Station and Evesham West Junction. This was due to planned engineering work between Pershore and Worcester. The method of working allows the train from the down Cotswold line to turnaround and return on to the up Cotswold line where it is able to travel back towards Oxford. This requires the train to pass E2457 at danger and proceed towards 9207 points in the reverse position, to move on move on to the single line towards Norton and come to a stand behind E2452 signal. This allows the driver to change ends and the route to be set to proceed back towards Evesham station, signalled normally.

At approx. 0737 the signaller authorised 5W10 to pass E2457 at danger after the route was set to proceed on to the single line, the signaller returned to the work station after a few minutes and assumed that 5W10 was clear of E2452 signal. This was assumed due to the track section showing occupied, but engineering works had started to take place beyond the point of obstruction at this time and this was the reason this section was showing occupied. This is a long section of single line stretching from Evesham to Norton Junction. The signaller moved 9207 points to the normal position to enable the turnaround movement to take place, and enable 5W10 to proceed back towards Evesham station.

The pilotman on board 5W10 observed that the points were not in the correct position for the train movement and told the driver to stop the train. The train came to a stand with the front bogie on the points causing a partial points run through.

**Learning points:**

The signaller was eager to keep delays to a minimum, and this meant that a quick decision was made to change the position of 9207 point in error.

There was a lack of clear understanding of the exact position of 5W10, in relation to both 9207 points and where the engineering works were taking place.

**Points to consider and further actions and precautions:**

By taking 5 this will allow you to take your time to fully check any degraded working on your panel/workstation.

Ensure a clear understanding of exact train location before points are moved. This was captured by an updated method of working. The pilotman is now instructed to contact the signaller once the train was beyond E2452 CWTL. The signaller would then set the route for the next move back towards the station.

**Briefed out to:****All Frontline Operations staff.**