

Transferable Lessons from Serious Operational Incidents / Investigations

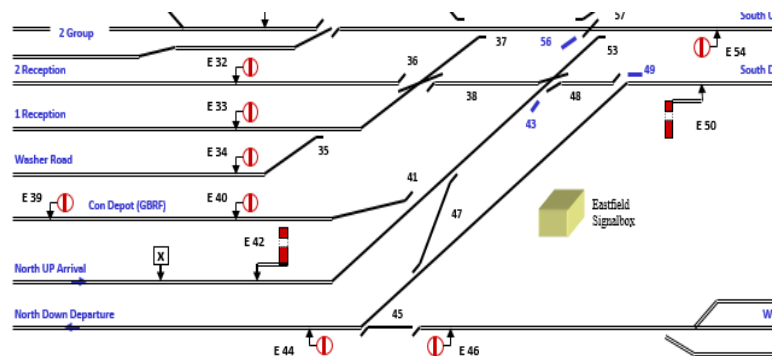


Issue No: NR/OPS/028

Date Issued: 25/06/2018

Line Blockage Irregularity at Eastfield SB

Insert Picture / Diagram:



Summary of Incident:

A broken fishplate was identified on both the North Down Departure and the North Up Arrival by a Network Rail maintenance team whilst patrolling. The COSS proceeded to the signal box to agree a line blockage details and limits. The COSS stated that the work would affect the safety of the line but the line blockage was granted without additional protection contrary to TS1 13.2. The signaller had provided signal protection and applied reminders to the slot lever and to the protecting signals.

The signaller stated that the COSS did not have any Possession Limiting Boards (PLB) boards so would be unable to provide additional protection, although this may have been a misunderstanding as the COSS believed that he had advised that Signaller that they had all the relevant equipment. The signaller granted the line blockage to ensure the work was completed, and due to their being no trains and providing signal and slot protection believed the work was sufficiently protected.

Learning points:

- If the task cannot be performed safely, ensure that you do not allow it to happen.
- Always ensure that you follow the Rule Book requirements, TS1 13.2.4 clearly states 'The COSS, IWA, PC or SWL will also need additional protection to be provided if the work will affect the safety of the line'

Points to consider and further actions and precautions:

- Take 5 before you act. If you are unsure on what to do contact SSM/LOM/MOM for clarification.
- Ensure that if you become aware of or are involved in an irregularity you report it immediately.

Briefed out to:

All Operations Front Line Staff