

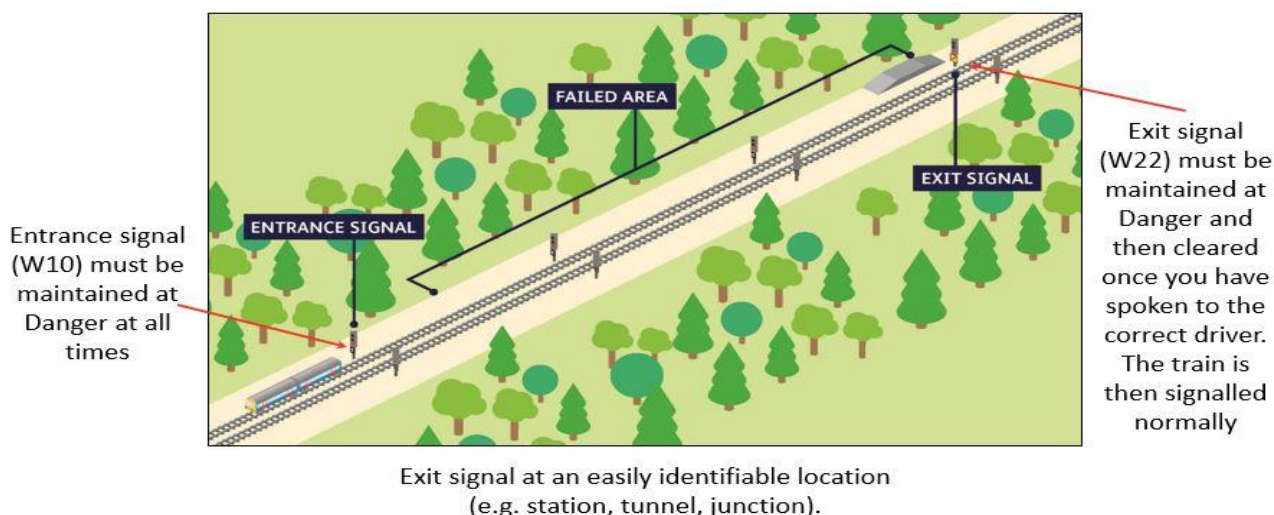
Transferable Lessons from Serious Operational Incidents / Investigations



Issue No: NR/L3/OPS/050

Date Issued: 04/03/2019

Cardiff Valley Lines ESW Irregularity



Summary of Incident:

On 8th February 2019, Emergency Special Working (ESW) was implemented on the Cardiff Valley Line between W10 and W22 signals. Upon arriving at the exit signal (W22) of the ESW section, the driver of the first train observed a proceed (green) aspect and subsequently stopped to question this. The exit signal should have been maintained at danger as per rule book module S5 section 5.3.

Learning points:

Before allowing a train to enter the ESW section:

- both entry and exit signals must be maintained at danger
- the route set correctly and clear throughout the ESW section
- any points without correct detection must be secured

Each Driver is then told that ESW is in progress, the location of the exit signal (suitable location previously agreed with signaller, control, competent person and TOC). The Signaller will then dictate an Emergency Special Working Ticket (NR3190) to the Driver. The Signaller must ensure that a clear understanding has been reached before authorising the Driver to pass the entry signal at danger.

Upon arrival at the exit signal, the Driver will stop and report to the Signaller controlling the exit signal. The signaller (upon confirmation that it is the correct train) will then clear the exit signal for the train to continue normally.

Points to consider and further actions and precautions:

Before the 'end of emergency special working' sign is provided, and **at all times** where the exit signal protects a junction, you must also make sure that the portion of line up to and including the overlap of the stop signal **beyond the exit signal** is clear and safe for the movement.

Briefing intention: Signalling Operations Staff