

Transferable Lessons from Serious Operational Incidents / Investigations

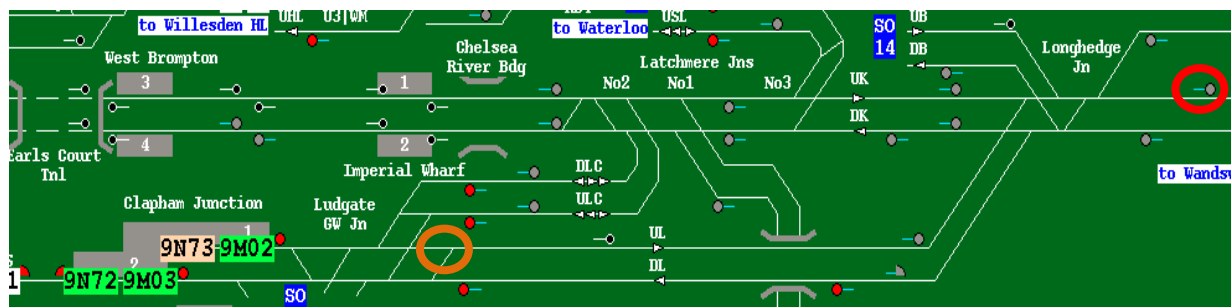


Issue No:

Date Issued:

19-03-18

Wimbledon ASC – Line Blockage Irregularity



Refer to diagram in line with below summary.

Summary of Incident:

At approximately 00:53 on Saturday 14th April, the signaller operating Panel 02 at Wimbledon ASC was contacted by a COSS requesting a line blockage clear of W630 (circled in orange) points at Clapham Junction. The line blockage was to be taken in association with Item 4B, contained in a supplement to the Wessex WON 02. The item covered lines across three panels, two of which were controlled at Victoria ASC and one being operating from Wimbledon ASC. The signaller on Panel 02 at Wimbledon ASC held control over the protecting signals for the Up Ludgate line and on this request advised the COSS that they had checked CCF and the line appeared to be clear up to the fringe with Victoria ASC (VS81 circled in red), and subsequently granted protection issuing an authority number to the COSS. This occurred without the signaller confirming the line was clear with the signaller at Victoria ASC, in line with the requirements of Rulebook Module TS1 Regulation 13.2.3. The signaller at Wimbledon, prior to issuing the authority number, stated to the COSS that they were required to contact the signaller at Victoria to ensure the remainder of the line was clear of trains, which the COSS did alerting the signaller at Victoria ASC that proper process had not been followed. This was subsequently reported to the Route Control and the initial authority number issued by the signaller at Wimbledon was withdrawn.

Learning points:

- Rulebook Module TS1 requires that where another signaller is involved in the line blockage, they **must** be contacted to ascertain that the line is clear of trains, or that any train that is within the section has passed where the activity is taking place.
- CCF is tool to aid performance; it should not be used for making safety critical decisions in any circumstance.
- The signaller at Wimbledon had granted signal protection for a number of T3 and adopted an incorrect process for this Line Blockage as the granting of this Line Blockage was similar to granting a T3.

Points to consider and further actions and precautions:

- Always be mindful of human limitations – take five, and ensure that the actions you are taking are consistent with the task.
- Consider using risk triggered commentary, talking through with yourself what actions you are doing as a means to aiding the memory by using the process of rehearsal and repetition.
- As a COSS or other requestor of a line blockage, ensure you are competent and confident in the process for taking line blockages, and ensure you push back where this process isn't followed.

Briefed out to:

Operations staff, including signallers.