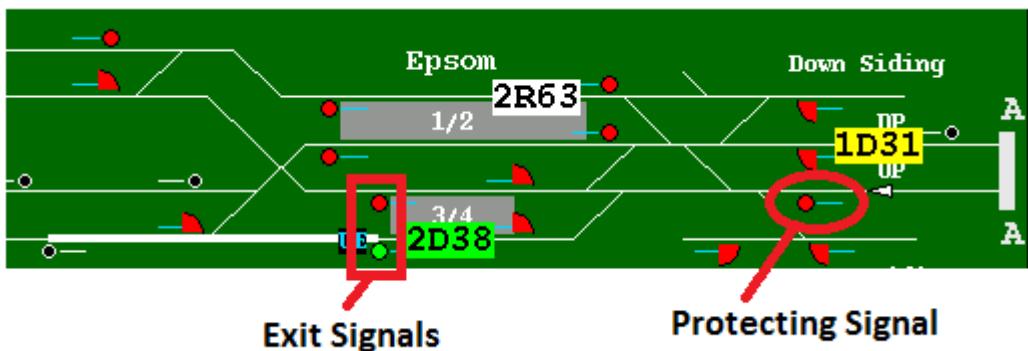


Transferable Lessons from Serious Operational Incidents / Investigations

Issue No: NR/OPS/016 Date Issued: 02-05-18

Wimbledon ASC – Line Blockage Irregularity

Refer to diagram in line with below summary.

Summary of Incident:

At 13:32 hours on Wednesday 18th April 2018, the Signaller operating panel 4 at Wimbledon Area Signalling Centre was contacted by a COSS from Wimbledon Pway, who requested if a line blockage could be granted under GZAC reference 5740477. The line blockage was to be taken from W468 signal, which is located on the Up Portsmouth line at the Country end of Epsom Station as far as the London end platform signals for platforms 3 and 4 at Epsom Station.

The Signaller discussed the details of the line blockage with the COSS and after switching off the ARS and placing reminder appliances to protect the line blockage provided the COSS with an authority number at 13:33 hours. At the moment of granting the line blockage the Signaller looked up at the indication panel and then observed that train 2D38 was still in platform 4 at Epsom station (within the limits of the line blockage). The COSS was immediately advised by the Signaller to remain in a position of safety, not to go lineside and cancel the authority number that had been issued.

Learning points:

- The Signaller had only taken duty a few minutes prior to granting the line blockage and in hindsight could have asked the COSS to call back in a few minutes as he was still trying to settle in and establish situational awareness of what was happening on his area of control.
- Although the train was past the site of work, the practice of granting a line blockage with a train in section is prohibited at Wimbledon Area Signalling Centre.

Points to consider and further actions and precautions:

- If granting line blockages with a train in section is prohibited at your location, always check your panel/workstation indications to ensure that the portion of line is clear of trains.
- Remember to establish sufficient situational awareness during a shift handover so you know exactly what is happening, don't rush, step back and take five for safety.

Briefed out to:

Operations staff, including signallers.