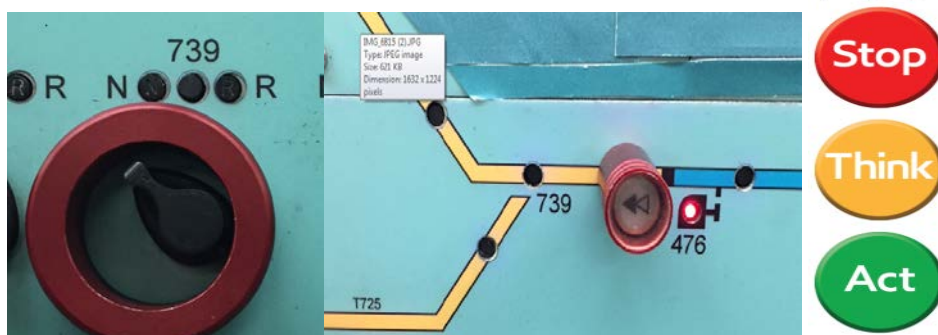


## Transferable Lessons from Serious Operational Incidents / Investigations

**Issue No:** NR/OPS/018**Date Issued:** 09/05/18

### Derby PSB Centre Panel – DY739 points run through

**Insert Picture / Diagram:****Summary of Incident:**

On 28<sup>th</sup> April 2018, when setting a route using route cards for a move out of Litchurch Lane sidings at Derby station the Signaller failed to operate the Individual Point Switch (IPS) correctly and the points failed to move to the desired position. The switch was operated too quickly and the equipment did not pick the request for the change of position due to this. A check was not made of the indication of DY739 points prior to authorising train 7X07 past the protecting signal, and so the points were subsequently run through. The route was not checked by another competent person due to being on a meal break at the time (in mess room).

The signaller did tell the driver to check all points but the driver was unable to do this due to the poor light.

**Learning points:**

Always operate the IPS at a speed slow enough for the system to recognise the demand.

Always check on the indication to make sure the points are in the position you require prior to authorising any move.

Always get the route checked where practicable – in this case the coordinator could have taken their break after the move had taken place

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

Where practicable plan meal breaks around such unsignalled moves.

Always make sure you have checked detection on ALL points within the route

Take 5 for safety – Take your time when setting up the route and double check it. Don't rush in to critical decisions such as route setting and passing signals at danger.

**Briefed out to:**

All Operations Front Line Staff