

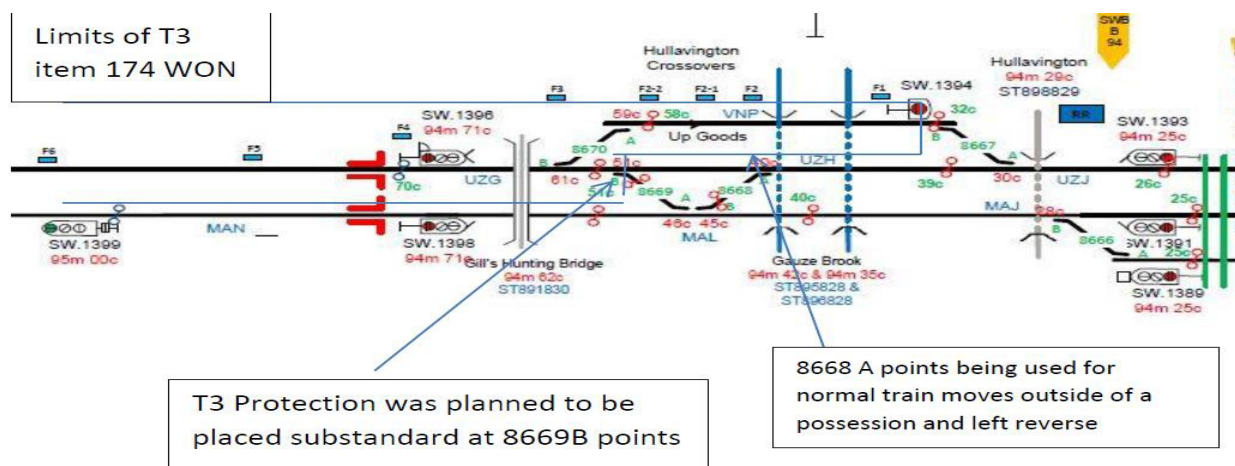
Transferable Lessons from Serious Operational Incidents / Investigations



Issue No: NR/OPS/019

Date Issued: 28/05/2018

Points run through when leaving a possession



Summary of Incident: At 0321Hrs on 14th May 2018 8668A points were run through by 6H08 leaving a T3 possession. The Up Main and Goods loop was taken as planned and trains were working over a Bi Directional route over the Down Main. The protection was placed at a substandard distance on approach to 8669B points. The previous movement was a train passing through 8668A points reverse. 6H08 was sent to the protection by the PICOP and the Signaller had authorised the train to leave the possession without first checking the route had been set for the movement. The Driver of 6H08 hadn't noticed that the points were in the wrong position and ran through 8668A points.

Learning points: The Signaller failed to use route cards and get the route checked by another Signaller. The Signaller also had at the time an unplanned line blockage beyond of the points due to a staff member needing to cross the line, as well as an unusual amount of train moves due to other possessions and diversions running over the route.

Points to consider and further actions and precautions:

- Signallers **must always** have a clear understanding with a PICOP with regard points inside and outside of possessions especially when train movements are to take place.
- **Always** use route cards and have the route checked where another competent person is available
- Always take 5 and prioritise tasks.
- Lead planners to assess if it is appropriate to use substandard protection on approach to points being used for normal train movements.

Briefed out to:

Signallers and all other frontline staff that may operate signalling equipment.