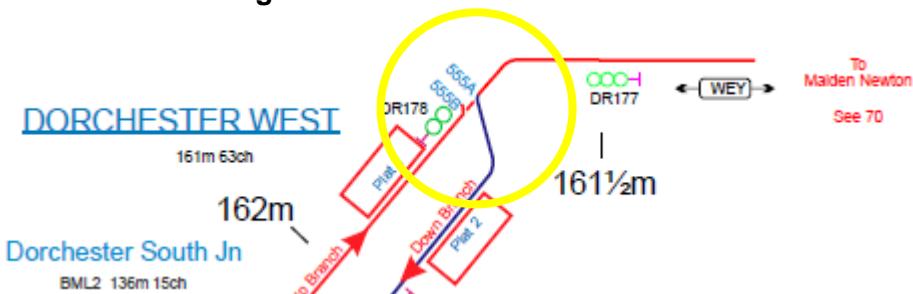


Transferable Lessons from Serious Operational Incidents / Investigations



Issue No:	NR/OPS/020	Date Issued:	29/05/18
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Dorchester irregularity during Pilotworking

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

At approximately 05:45 the signaller working Dorchester box agreed the arrangements for Pilotworking in line with planned working to and from Point of obstruction between Maiden Newton and Dorchester West due to planned engineering work between Weymouth and Wool. The method of working allows the train service to operate to and from Dorchester for movements for which no signal is provided at Dorchester West.

At approximately 06:00 the early turn signaller signed on duty following a complete handover of the location. The first train (2V92) arrived in the platform at Dorchester West at 06:24hrs, when 2V92 was ready to depart from Dorchester West the Pilotman contacted the signaller and authority was granted for 2V92 to proceed to Maiden Newton.

The signaller after granting permission noticed that 555 points were set in the normal position, the signaller thought this was the wrong position and took the reminder appliance off the IPS and moved the points to reverse. The driver of 2V92 observed that the points were now not in the correct position for the train movement and stopping short of the points avoiding a points run-through of 555 points.

Learning points:

The Signaller after failing to check that the route was correctly set for the movement removed the reminder appliance from the IPS (wrongly) believing that the route was set incorrectly and changed the position of the points.

By placing the points into the reverse position they were now incorrectly set for the movement as they should have remained in the normal position.

Points to consider and further actions and precautions:

When you have signed on duty, check your panel/workstation to ensure you are fully aware of all movements taking place, reminder appliances fitted and routes set.

Take your time to fully check any degraded working on your panel/workstation.

Always ensure you have checked a route via the associated route card before authorising a movement and have it checked by a competent person if available.

Briefed out to:	Signallers and all other frontline staff that may operate signalling equipment.
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