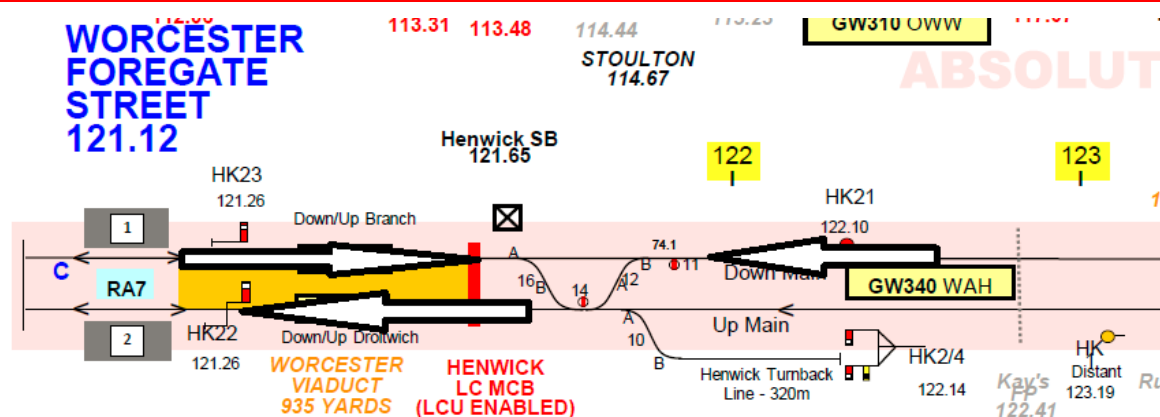


Transferable Lessons from Serious Operational Incidents / Investigations



Issue No:	NR/OPS/053	Date Issued:	17/04/2019
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Irregularity at Henwick SB



Summary of Incident:

On Saturday 13th April 5S14 was authorised to pass HK11 at danger and on to the single between Henwick SB and Worcester Tunnel Junction SB without offering the train to Worcester Tunnel Junction. Henwick Signalbox works HK11 is a ground disc signal which is locked by the acceptance

5S14 is scheduled to run from Worcester TMD to Worcester Foregate Street Platform 2 via Worcester Shrub Hill. The train departed Worcester Shrub Hill as normal and arrived at Henwick, the driver changed ends behind HK11 signal.

The Signaller tried to clear HK11 by depressing the lock plunger and trying to pull the lever. The lever failed to release because the Signaller had failed to offer the train to Tunnel Junction.

The Signaller assumed the signal would not clear because it had failed and authorised the train to pass HK11 at danger. Once entering Platform 2 at Worcester Foregate Street the Signaller at Tunnel Junction contacted the Signaller at Henwick to ask why the track circuits had shown occupied unexpectedly and the Signaller at Henwick informed that it was 5S14.

The incident was then reported to Swindon Control.

Learning points:

Signals locked by line clear releases or other forms of acceptance will not clear without being accepted by the signalbox in advance first.

If a signal lever in a mechanical signalbox does not release, then the interlocking may be stopping you from pulling it.

Mechanical interlocking is designed to allow a sequence of events to take place before a signal can be cleared. If the signal lever remains locked in the frame it may be because a step has missed

If a signal protecting a single line has to be passed at danger, ensure that requirements of rule book module P2 apply.

NATIONAL OPERATING PROCEDURES

TRANSFERRABLE LESSONS FROM SERIOUS OPERATIONAL INCIDENTS / INVESTIGATIONS

Form: F3.27A

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Points to consider and further actions and precautions:

- Stand back and 'Take 5' if interlocking is intervening in a movement.
- Be aware of what signals protect the entrance to a single line.
- Consider what actions you would take if a signal protecting the entrance to a single line fails to clear – what rule book requirements apply and when is it appropriate to use them?

Briefed out to:

All Frontline Operations Staff