

Transferable Lessons from Serious Operational Incidents / Investigations**Issue No:** NR/OPS/041 (V2)**Date Issued:** 21/10/2018**Train speeding through Emergency Speed Restriction at West Byfleet****Summary of Incident:**

On Friday 19th October a broken rail was discovered on the Up Slow line at West Byfleet which resulted in the line being blocked. The broken rail was clamped and a 20mph Emergency Speed Restriction was imposed, following erection of both the termination and commencement boards, the Pway staff found they were unable to position the first portable AWS magnet due to rails being positioned in the four foot, no other equipment had been positioned (warning board and indicator)

The Signaller operating panel 2 at Woking Area Signalling Centre was advised of the above information and the requirement to caution trains at 20mph, despite repeat backs being used the Signaller misunderstood this information and believed that all speed boards were in place and that the only issue was a missing portable AWS magnet. The Signaller operating panel 2 advised their colleague operating panel 1, who then advised the first passenger train 2B24 that an Emergency Speed Restriction had been imposed and that the only issue was a missing portable AWS magnet.

Staff on site reported to the Signaller operating panel 2 that 2B24 had passed over the defect around 50/60mph, this was due to the driver not being provided with the correct information about what lineside equipment had been erected for the Emergency Speed Restriction.

Points to consider and further actions and precautions:

- The Signaller operating panel 2 did not actively listen to the information he was being provided with and passed incorrect information to their colleague operating panel 1.
- The Signaller operating panel 1 failed to advise the driver of 2B24 where the Emergency Speed Restriction was located and the exact speed limit that had been imposed.
- Are you aware of what lineside equipment is required for both Emergency Speed Restrictions (ESR's) and Temporary Speed Restrictions (TSR's) and how it is positioned?
- Always ensure that there is a clear understanding about what lineside equipment is in place Rule Book Module SP "Speeds" mandates that if it is necessary to allow trains to pass over the ESR before the equipment is in place, you must stop each train which will travel over the ESR and tell the driver the location where the ESR begins and ends and the speed limit imposed.
- Consider the use of GSM-R for advisory broadcasts.

Briefed out to:

All Frontline Ops Staff