

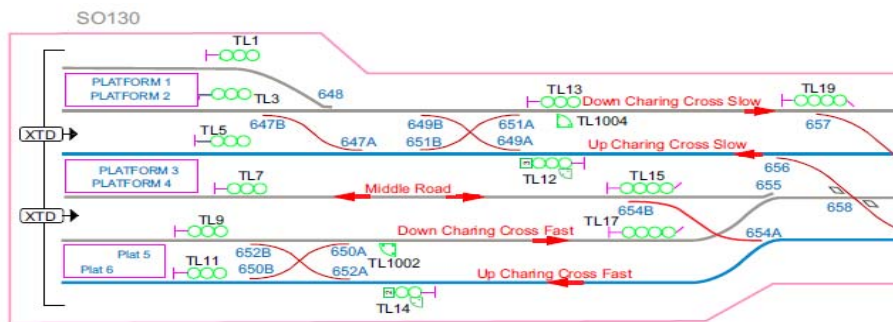
### Transferable Lessons from Serious Operational Incidents / Investigations



Issue No: NR/OPS/065

Date Issued: 28/08/19

#### Line Blockage Irregularity with Berthed Train at Charing Cross Station



#### Summary of Incident:

On 16<sup>th</sup> August 2019, a trainee signaller on Charing Cross Workstation at Three Bridges ROC granted a Line Blockage to a COSS from TL12 on the Up Charing Cross Slow to the buffer stops within Platforms 1, 2 & 3 with a train stabled in Platform 1. The SBSI's allows this to happen at this location and many others around the country, and state that it is the responsibility of the signaller to inform the COSS of the need for "NOT TO BE MOVED" boards to be placed on the train as part of the protection arrangements. This requirement was not discussed, and the boards were not placed as a consequence.

#### Learning points:

- The Sectional Appendix for the South East Route states that the COSS must ensure that the appropriate protection is in place for a stabled train before commencing work.
- The COSS therefore needs to be made aware of any trains within the blockage so that they can make these arrangements.
- Signallers that are training or refreshing at a location must always be supervised / mentored by the duty signaller.

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

- Ensure you regularly review the Sectional Appendix and SBSI's to ensure that you know the latest instructions that are applicable at your location.
- Do you know your responsibilities as a supervising signaller when mentoring / supervising a trainee?
- If you are on duty and supervising a trainee signaller, you should always monitor the actions of a trainee so that you can be sure that they are working safely.

Briefed out to:

All Signalling Staff and Frontline Operations Teams.