

NATIONAL OPERATING PROCEDURES

TRANSFERRABLE LESSONS FROM SERIOUS OPERATIONAL INCIDENTS / INVESTIGATIONS

Form: F3.27A

Issue: 01

Date: 02/09/17

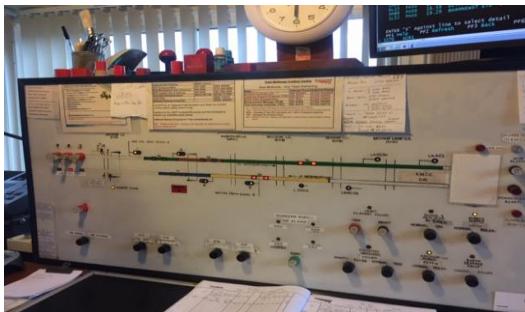
Transferable Lessons from Serious Operational Incidents / Investigations



Issue No: NR/OPS/068

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Asfordby Automatic Half Barrier Level Crossing – Irregularity



Summary of Incident – Irregular operation of a Level Crossing on Local control

On 1st October 2019 Asfordby AHBC level crossing, failed in the lowered position and was subsequently taken on local control by a level crossing attendant (MOM). Whilst on local control, a train which had been cautioned correctly by the Signaller approached the level crossing without the Level Crossing attendant having been notified by the signaller as required by Rule Book Module TS9 3.9.3 (detail below). Subsequently it was discovered that the level crossing had not been protected by the level crossing attendant with either a red flag or light as required by GERT8000 Handbook 18 Clause 2.2 for AHBC crossings on local control. As a result, there was the potential for a train to pass over the crossing with the barriers in the raised position.

Learning points:

- Level Crossing attendants **MUST ALWAYS** be informed of approaching trains in sufficient time to allow them to operate the lowering sequence of the crossing.
- AHBC crossings **MUST ALWAYS** be protected by either a red flag or red light on either side of the crossing while the barriers are in the raised position.

Points to consider and further actions and precautions:

- Staff should be aware of the different protection requirements of operating AHBC on local control compared to CCTV or OD crossings.
- Staff to understand the reasoning why red flags/red lights are required at AHBC – Not normally interlocked with the Signals
- MOMs - When relieving other members of staff on site, use the opportunity to stop, Take 5 and ensure the method of work is correct and appropriate to the task.
- Signallers always 'Take 5' ensure attention to detail and work is planned and prioritised

Briefed out to:

Signallers/MOMs/LOMs/OMs

ALWAYS 'TAKE 5' FOR SAFETY



TAKE 5 FOR SAFETY

Before, during and after a task

Connect/Take5



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