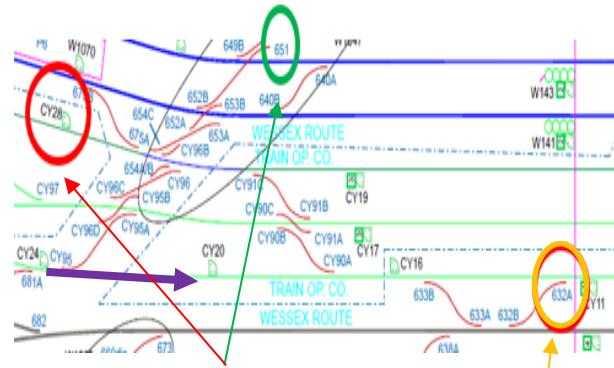


**IMDM INNER****Title: Operational Close Call – Clapham Yard – 4<sup>th</sup> February 2020****Incident**

On the 4<sup>th</sup> February 2020 Waterloo S&T team were responding to faults on CY28 and 651 points at Clapham Junction. The COSS signed into the PC block (Item 28 Queenstown Road to Wimbledon) and then informed the Shunter in person that he had been given permission to work within the possession. He also informed the Shunter that his team would later carry out some maintenance work on W632A points, within the sidings. The COSS was told that shunt moves would cease at approx. 01:30.

The team first investigated CY28 signal and then made their way to 651 pts. The team's work on 651 pts took longer than expected and they did not finish until approx. 03:30, when they made their way to 632A pts. Before any work commenced, the COSS spotted a train (unit 450014) approx. 300 metres away. As no work had been carried out, the team moved into the blocked UMF and the COSS called the Shunter.

When queried why a train was being signalled in the team's direction, the Shunter admitted that even though the COSS informed him where his team would be working, he assumed they were still at CY28 signal. It transpired that the practice and process followed during the taking of the sidings possession was not followed by either party and the Occurrence Register had not been filled in correctly by the Shunter.



CY28 (in red) & 651 pts (in green). 632A pts (in orange). Purple arrow denoting the unit 450014.

**Actions Taken**

- South Western Railway have put in place a measure throughout their depots where a 'Permit to Work' must be issued to any Network Rail team working within their yards/sidings.
- If you are not in possession of this permit, you do not have permission to work in the yard.

**Remember**

- A clear understanding must be reached by all parties prior to work starting.