

NATIONAL OPERATING PROCEDURES

Form: F3.27A

TRANSFERRABLE LESSONS FROM SERIOUS OPERATIONAL INCIDENTS / INVESTIGATIONS

Issue: 01

Date: 03/12/2019

Issue:

1

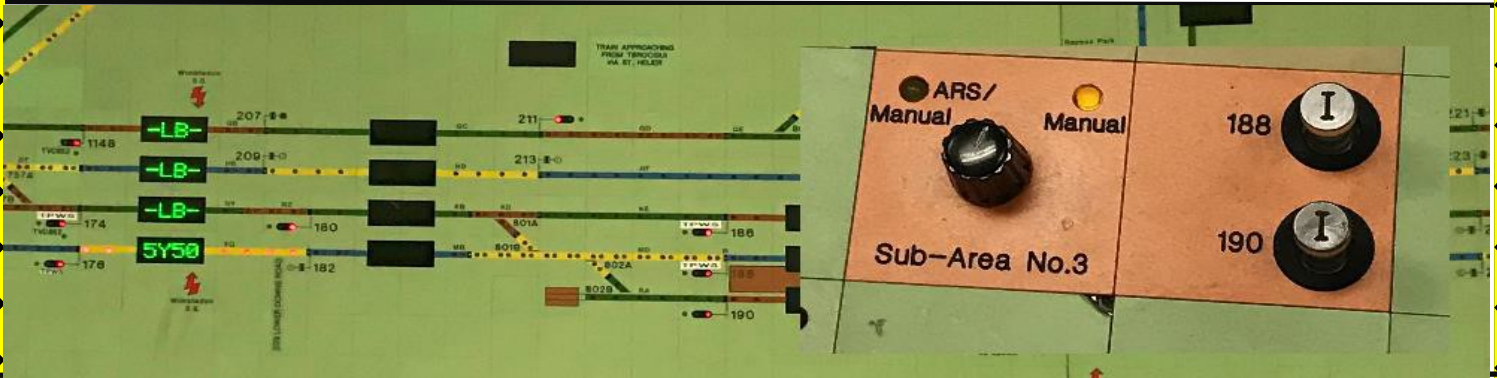
NR/OPS/

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Date:

08/07/2020

Line blockage irregularity—Wimbledon ASC



Summary of Incident:

At 01:34hrs, train service 5Y50 was signalled into an S&T line blockage from W188 Signal on the Up Slow line at Raynes Park. Fortunately, there were no services approaching on an adjacent line at the time despite the line being open to traffic and so the S&T team were able to cross over the adjacent line into a position of safety to avoid being struck by the train. Clearly, this error could have resulted in multiple fatalities.

Initial investigations have revealed that the Automatic Route Setting (ARS) sub-area No.3 on Panel 3 had not been switched off prior to the line blockage being granted at 01:21 hours.

Learning Points:

- Remember to check the position of ARS Sub-Area switch and ensure that it is operated to the 'Manual' Position with the correct indication and it is maintained in this position with a reminder appliance fitted prior to an authority number being issued for a line blockage.
- Remember to record on the NR3180 form what ARS Sub-area has been switched off as part of the protection arrangements.
- Any faults or issues with the ARS equipment (including indication faults) must immediately be reported to the Shift Signaller Manager.

ALWAYS TAKE 5 FOR SAFETY

