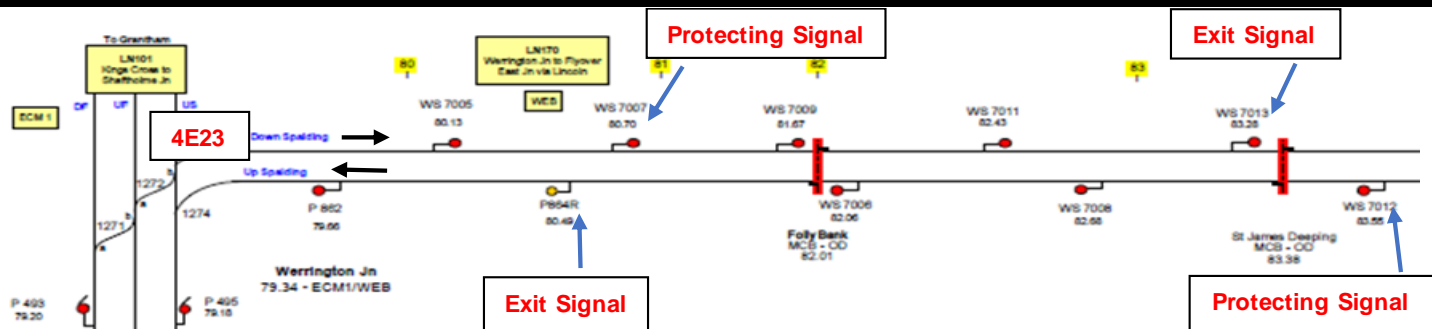


## TRANSFERRABLE LESSONS FROM SERIOUS OPERATIONAL INCIDENTS / INVESTIGATIONS

|        |   |             |     |       |            |
|--------|---|-------------|-----|-------|------------|
| Issue: | 1 | Ref: NR/OPS | 110 | Date: | 17/03/2021 |
|--------|---|-------------|-----|-------|------------|

## Line Blockage Irregularity Lincoln Signalling Control Centre – South Workstation

**Summary of Incident:**

On the 17/03/21 the Lincoln South Signaller had two separate Line Blockages in place, under the same COSS, Up Spalding WS7012 signal to P864 signal and Down Spalding WS7007 signal to WS7013 signal. The Signaller was required to cancel the Line Blockage on the Down Spalding Line earlier than planned, this was for the passage of 4E23. When the signaller contacted the COSS, they incorrectly cancelled the Up Spalding line, leaving the Down Spalding line blockage in place. The error was made when the signaller removed the EPR and the signal reminder appliance for the Down Spalding Line, subsequently clearing the protecting signal WS7007.

The signaller realised their error within seconds and immediately replaced the WS7007 signal to danger. 4E23 did not see a change of aspect, the Down Line blockage was then cancelled correctly and 4E23 signalled normally.

**Other Factors:**

- The Signaller had just returned from a rest break.
- Train 4E23 presented on the workstation, this compromised the agreed line block give up time, consequently influencing the Signaller to rush the cancelling process to avoid any delay to 4E23
- The line blockages for the Up and the Down Lines were planned under two separate GZACS for the same COSS, resulting in the taking and giving up on separate forms and times, if planned under one GZAC then the close call may have been avoided, as well as providing a 'Safeguarded' worksite.

**Learning Points**

- If possible, avoid taking separate line blockages with the same COSS on different forms / authority numbers - Safeguarded is SAFER!
- On all shift handovers, ensure full attention to detail and understanding of the current 'state of play'
- Take your time and do not rush your decision making when dealing with any safety critical task – SAFETY FIRST

**Always 'Take 5' for Safety**

