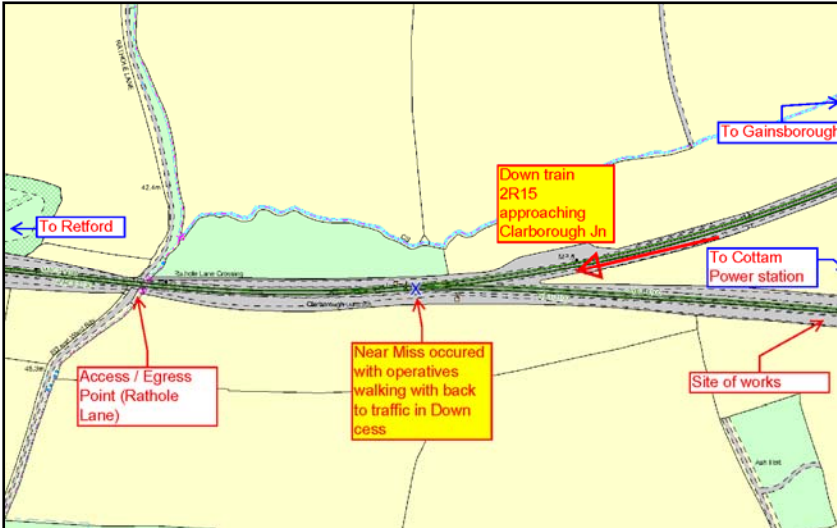


SNE Signalling Lessons Learnt – May 2013  
Near Miss - Clarborough Junction

Project Investigation Update 1 – Period 2  
Thrumpton Project

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**What Happened?**

The driver of a train approaching Clarborough Junction, a converging junction in a tightly curved cutting, observed 3 trackworkers ahead who he believed were not clear of the line.

The group did not acknowledge the train horn until it was close. The driver undertook an emergency brake application, stopped and reported the incident as a Near Miss

- The track workers were walking in a position of safety which was less than 2m from the running line with their backs to traffic.
- Sidewalls of the bank, and pinch points prevented the workers from being able to keep further than 2m away from the line.
- The safe system planned for access / egress was with a lookout, but because the COSS believed the group could remain at the minimum safe distance from the line, no lookout warning was employed.

**Underlying causes:**

- The safe system of work planning, for access, had defaulted to being planned as Lookout Warning rather than considering line blockages due to the perceived difficulty in obtaining line blockages.
- Other alternatives to using lookout warning had not been considered e.g. fencing or arranging alternative access permission across private land to use a public footpath crossing (to avoid going on line).
- The COSS had not appointed a lookout warning due to the belief that the group did not need one as they could remain a safe distance.
- Windy weather conditions meant that the group did not hear or acknowledge the approaching train until it was close.
- The group did not consider the effect on train drivers if they did not acknowledge an approaching train until late.
- A tight cress meant walking on troughing was considered to be a safer pathway. Standing on troughing was the only place to remain a safe distance from the line. (Perception of safe walkway).

**Actions / Lessons Learnt:**

- Access / Egress arrangements have been reviewed for suitability.
- Narrow positions of safety, encouraging persons to walk or stand on troughing, and variable sighting distance means this area is to be treated as Red Zone Prohibited (RZP) by the project.
- Vortok fence erected at pinch points to also aid driver's perception of the position of track staff in the cutting.
- Other areas along the route also identified as having difficult safe cress also to be deemed RZP by the project.
- NR RAM Engineers are considering a number of options – creation of alternative Down Side walking route or trialling the walking on troughing as a safe walkway.
- Avoid the use of multiple SSOW packs for any one job.

**Key Message:**  
The SSOW planned and implemented for access and egress to and from the site of work is just as important as the SSOW implemented at the work location.