

**The Thameslink Programme** Issue Date: 17 December 2015 For Further Info Contact [mike.netherton@networkrail.co.uk](mailto:mike.netherton@networkrail.co.uk)

**Issue Number: TLP 049 Title: Incorrectly Placed Possession Equipment**

### Overview of Event:

At the end of part 2 of a 3 part possession (approximately 4am) the work sequencing required the moving two Tampers from a worksite through the PICOP controlled area and onto the operational railway. To facilitate the Tamper move the detonator and Possession Limit board arrangement had to be altered resulting in a 'tighter' configuration of the equipment. Following the Tamper move, to reset the possession arrangements, the detonator and limit board locations were changed for a second time. However during the second change a detonator was placed on an road that was open to operational trains; as a consequence the individual carrying out this task put himself in a place of danger.

### General Key Messages:

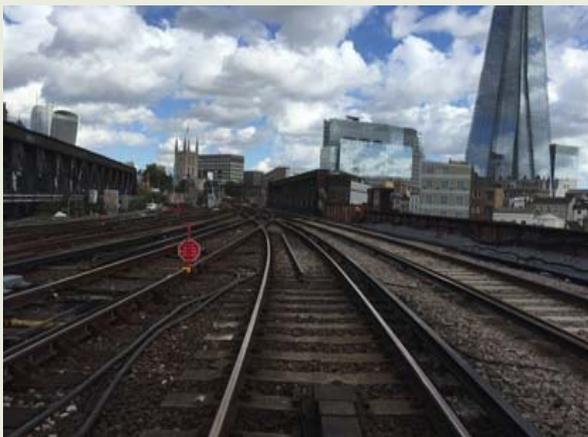
- Robust planning is key when working around a confined track layout especially when managing plant and train movements; with a particular focus on the transition between stages of work
- Schematic diagrams do not necessarily relate exact distances pictorially of track layouts and features in complex geographical areas
- Comprehensive communication of all aspects of possession management is paramount especially when managing multipart possessions

### Underlying Causes:

- Schematic diagrams do not relate exact distances pictorially around switches and crossings when detailing the track layout in complicated areas.
- No requests was made to move the protection and no permission was given by the PICOP (Person in Charge of Possession) before the protection was moved and inadvertently replaced in an incorrect position.
- To facilitate the Tamper move the arrangements meant that detonator protection could not be placed at the standard distances as per Rule Book Section 2.4 of Module T3. Whilst Section 2.5 was followed inasmuch as the detonator placed as close to the standard distance as possible; the deviation from standard was a contributory factor to the final outcome.

### Diagram/ Photo of event:

Section of track showing possession limits



### Actions Taken As a Result of Investigation:

- PICOP was stood down and an action plan put in place to rebrief, mentor and then reassess his capabilities following a Fair Culture Review
- The Engineering Supervisor was chaperoned on the two next shifts to assess his competence
- Planning Between Network Rail and Balfour Beatty has been improved, including the need to engage staff with geographical knowledge (particularly for more complex possession arrangements)