

# LESSONS LEARNT

## Point 2003B run through at Euston



SCO Ref	43046
Type of Incident	Points Run Through
Project	Euston Enabling Works
Injury/Damage	Damage of 2003B points that included adjustable stretcher bar, lock rod, drive rod, long detector rod and short detector rod.
Date	08 <sup>th</sup> July 2019
Time	0230
Location	Euston Station

### BRIEF OVERVIEW OF INCIDENT

On 08<sup>th</sup> July 2019, 2003 Bravo Points going into platform 16 at Euston were run through by a Mobile Elevated Working Platform (MEWP)

### UNDERLYING CAUSES

- A MEWP made an unauthorised movement across 2003B points as the MC made a decision to follow his colleague across the points without stopping and having the Points Operator set the route for him
- The MC was walking in front of his MEWP but had failed to check the points and knew that the points had been set against the direction he was traveling in.
- The ES was notified of the potential points damage at 0410 and an on call S & T fault team was present on site but were not notified of any damage until 4 hours later at the end of the shift.
- The Till Dawn Process was implemented but was not followed on this occasion.

### LEARNING POINTS

- *MC to receive confirmation from PO that the required route has been set before proceeding.*
- *MC to ensure that they walk in front of OTP and visual checks of S & C are conducted before proceeding.*
- *ES to ensure that PO has sufficient Till Dawn Lamps available and agrees pre planned locations for installation.*
- *Persons that are deployed in Safety Critical roles are to collate full and accurate records of documentation used in their works*

### RISK ELIMINATION OPPORTUNITIES

- *Engineering Supervisor to prioritise all reports of potential infrastructure damage in real time and report to fault control for action.*
- *The MC was walking in front of his MEWP but had failed to recognise that the points had been damaged.*
- *Always follow the Till Dawn and Points protocol process*