

Recommendation(s) Status: Broken rails at Urchfront & Kennington following passage freight train

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of implementation of the recommendations, as reported to us, has been divided into six categories:

Key to Recommendation Status

Implemented:	All actions to deliver the recommendation have been completed.
Implemented by alternative means:	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
Implementation ongoing:	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
In-progress:	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
Non-implementation:	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
Awaiting response:	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following.

-  The red triangle shows recommendations where the RAIB has concerns that no actions have been taken in response to a recommendation.
-  The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.
-  The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

Note: The tables which follow, report the status of recommendations on 31 December 2015. In some other cases the end implementer has already sent information to the relevant safety authority about the actions it has taken, or proposes to take and the safety authority is considering whether it is satisfied that those actions and the associated timescales are accepted.

Number/ Date/ Report No/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
<p>1 05/01/2006 27/2006</p> <p>Broken rails at Urchfront & Kennington following passage freight trn</p> <p>Status: Implemented</p>	<p>DRC should develop and implement measures to improve the rail head condition on the Meldon Quarry line with the aim of minimising occurrences of wheel flats (paragraph 155).</p>	<p>DRC has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 05/01/2006 27/2006</p> <p>Broken rails at Urchfront & Kennington following passage freight trn</p> <p>Status: Implemented</p>	<p>FLHH should develop driving instructions specifically for the current quarry train operations on the Meldon branch line, with the aim of minimising the risk of wheel flats. Those instructions should take into account the measures resulting from the implementation of Recommendation 1 and include consideration of changes to the working timetable and permissible line speeds. All drivers signed for the Meldon branch line should be briefed on the instructions, including the appropriate setting for locomotive brake timings, and monitored accordingly (eg by using OTMR downloads) to ensure compliance (paragraph 155).</p>	<p>FLHH has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>3 05/01/2006 27/2006</p> <p>Broken rails at Urchfront & Kennington following passage freight trn</p> <p>Status: Implemented</p>	<p>FLHH should ensure that all trains from Meldon Quarry are examined in a roll-by test to a robust approved procedure at Coleford Junction. To maximise the integrity of the roll-by tests, consideration should also be given to:</p> <ul style="list-style-type: none"> •setting up a system of regular checks to ensure the test is being performed in accordance with procedures; enhancing the visibility of rotating wheels to aid inspection (eg paint marks on the wheel rims). (paragraph 156). 	<p>FLHH has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>4 05/01/2006 27/2006</p> <p>Broken rails at Urchfront & Kennington following passage freight trn</p> <p>Status: Implemented</p>	<p>Network Rail should ensure that the requirement for a roll-by test at Coleford Junction is recorded in formal operational documentation, such as the Sectional Appendix, so that the practice will always remain, irrespective of the operator of the quarry trains (paragraph 156).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>5 05/01/2006 27/2006</p> <p>Broken rails at Urchfront & Kennington following passage freight trn</p> <p>Status: Implemented</p>	<p>Network Rail should assess the risks associated with:</p> <ul style="list-style-type: none"> •not having any wheel impact load detectors on the Berks and Hants line and; •the current levels of operational unavailability of existing wheel impact load detector sites across the network; <p>and determine whether they are as low as reasonably practicable. Where necessary, measures to address any identified shortcomings should then be implemented. (paragraph 157).</p>	<p>Network Rail has reported that it has taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

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6 05/01/2006 27/2006

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following passage freight train

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Safety Recommendation

Network Rail, FLHH and DRC should set up a joint system for alerting each other in the event of future wheel flat incidents on the Meldon branch line so that:

- relevant evidence collection and investigation can be undertaken quickly to ensure safety lessons are learned;

Existing mitigation measures are reviewed, and enhanced if necessary, to minimise the risk from broken rails on the wider network. (paragraph 158).

Summary of current status (based on latest report from the relevant safety authority or public body)

Network Rail has reported that it has taken actions in response to this recommendation.

ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.