

## Recommendation(s) Status: The derailment of a freight train at King Edward Bridge, Newcastle

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

|  |  |
|--|--|
| <b>Implemented:</b>                      | All actions to deliver the recommendation have been completed.   |
| <b>Implemented by alternative means:</b> | The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.   |
| <b>Implementation ongoing:</b>           | Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.   |
| <b>In-progress:</b>                      | 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. |
| <b>Non-implementation:</b>               | Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.   |
| <b>Awaiting response:</b>                | 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/<br>Inv Title / Current Status  | Safety Recommendation   | Summary of current status (based on latest report<br>from the relevant safety authority or public body)   |
|---|---|---|
| <p>1            10/05/2007    02/2008</p> <p>The derailment of a freight train at King Edward Bridge, Newcastle</p> <p>Status: Implemented</p>                      | <p>EWS and other operators of two axle wagons on the Network Rail system should ensure that their annual maintenance procedures adequately mitigate the risk of derailment which may arise due to frame twist. This could be achieved by post maintenance wheel weighing or by increased dimensional checks (paragraphs 146, 147, 148).</p>   | <p>EWS has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>                                |
| <p>2            10/05/2007    02/2008</p> <p>The derailment of a freight train at King Edward Bridge, Newcastle</p> <p>Status: Implemented by alternative means</p> | <p>Network Rail should investigate the capability for Wheelchex data to be used to identify out-of-balance lateral wheel loading on vehicles and if practicable to instigate a warning system using Wheelchex to minimise the risk to the network (paragraph 147).</p>  | <p>ORR has reported that Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p> |
| <p>3            10/05/2007    02/2008</p> <p>The derailment of a freight train at King Edward Bridge, Newcastle</p> <p>Status: Implemented</p>                      | <p>Network Rail should review and amend the design and maintenance of the layout of the up main line to up Carlisle line crossover at King Edward Bridge South Junction or implement any necessary measures to ensure that it does not become out of specification within the monitoring interval (paragraphs 146, 147).</p>  | <p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>                       |
| <p>4            10/05/2007    02/2008</p> <p>The derailment of a freight train at King Edward Bridge, Newcastle</p> <p>Status: Implemented</p>                      | <p>Network Rail should include guidance in NR/SP/TRK/001 Section 11.4.2 to ensure that additional consideration is given to the geometry monitoring frequency and methodology for locations where the dynamic track geometry is likely to deteriorate and exceed the maintenance limit without otherwise being detected. This may occur because of the proximity of the design geometry to the maintenance limit, where there is difficulty identifying the geometry or loaded parameters or where geometry deterioration rates are high (paragraph 147).</p> | <p>Network Rail has reported that it has taken actions in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>                       |