

Recommendation(s) Status: Runaway and derailment of wagons at Ashburys

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

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| 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 04/05/2010 07/2011</p> <p>Runaway and derailment of wagons at Ashburys</p> <p>Status: Non-implementation </p> | <p>The purpose of this recommendation is to make a 'pull test' with the power brake released a requirement when leaving wagons on their handbrake regardless of whether the driver is on his own or is working with a shunter.</p> <p>Freight operators should ensure that their operating instructions include a 'pull test' when wagons are to be left to rely on their handbrakes for a time (DB Schenker reports that it has already taken this action).</p> | <p>Freight operators have considered the recommendation and informed the ORR that they do not consider it practicable to implement. Instead it is proposed that greater reliance should be placed on the use of scotches rather than handbrakes. It is also suggested that the process under which Entities in Charge of Maintenance work will help to ensure better maintenance of handbrakes. The RAIB has written to ORR to express its concern and pointed out that it is only meant to apply to those cases where wagons are reliant on their handbrakes. For this reason the RAIB considers that actions should be taken in response to this recommendation unless it can be shown that one or all of the following statements apply:</p> <ul style="list-style-type: none"> • freight operators have totally overcome the need to rely on handbrakes; or • freight operators are able to demonstrate that their handbrakes are adjusted and maintained such that a high level reliability is achieved. \$r |
| <p>2 04/05/2010 07/2011</p> <p>Runaway and derailment of wagons at Ashburys</p> <p>Status: Implemented</p> | <p>The purpose of this recommendation is to ensure that the manufacturers' maintenance requirements for components are incorporated in the maintenance plan for the whole vehicle and that this is kept up to date.</p> <p>VTG should check that its maintenance plans incorporate the latest maintenance recommendations of suppliers of safety critical components used on the vehicles and update as necessary.</p> | <p>VTG 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 04/05/2010 07/2011</p> <p>Runaway and derailment of wagons at Ashburys</p> <p>Status: Implemented</p> | <p>The purpose of this recommendation is to ensure that other wagons with the SAB/Haldex AA1 type slack adjuster are correctly inspected and maintained, including wagons covered by the PWRA.</p> <p>Operators of wagons fitted with SAB/Haldex AA1 type slack adjusters should, in conjunction with the maintainers and owners as appropriate, ensure that the maintenance plans are reviewed to confirm that they incorporate the manufacturer's current recommendations on their inspection and maintenance. Network Rail PWRA should issue a private owners circular letter to this effect to PWRA members.</p> | <p>Operators of wagons have reported that they have 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> |

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| 4 04/05/2010 07/2011 Runaway and derailment of wagons at Ashburys Status: Implemented | The purpose of this recommendation is to find out whether it is practicable to put in place some means for rail organisations to be made aware of relevant component safety information arising from other industries. RSSB should investigate the practicability of distribution of safety information from other industries to the rail industry with regard to components that are common to both industries. | Operators of wagons have carried out a review in response to this recommendation. Operators of wagons propose no further action. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate. |
| 5 04/05/2010 07/2011 Runaway and derailment of wagons at Ashburys Status: Implemented | The purpose of this recommendation is to include a step in the VIBT procedure to examine the handbrake mechanism to check that it operates correctly and fully applies the brakes. Operators of freight wagons should, in conjunction with the maintainers and owners as appropriate, review their VIBT procedures for handbrake testing to ensure that they include checking that the handbrake is fully effective. Network Rail PWRA should issue a private owners circular letter to this effect to PWRA members. | Operators of freight wagons have reported that they have taken actions in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate. |
| 6 04/05/2010 07/2011 Runaway and derailment of wagons at Ashburys Status: Implemented | The purpose of this recommendation is to investigate whether wagons with single disc brakes pose a risk when operating on long gradients and arrange to have any operating restrictions found necessary to be published in the operating instructions, in accordance with Group Standard GE/RT8270 'Assessment of Compatibility of Rolling Stock and Infrastructure'. DB Schenker should confirm whether the operating restriction on wagons with only one brake disc per axle is still required and, if so, arrange for the restriction to be published. | DB Schenker has reported that it has taken actions in response to this recommendation. Office of Rail Regulation (ORR) proposes to take no further action unless they become aware that the information provided becomes inaccurate. |