

## Recommendation(s) Status: Wagon derailment at York station




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/ Inv Title / Current Status	Safety Recommendation	Summary of current status (based on latest report from the relevant safety authority or public body)
1            18/01/2006    21/2006 Wagon derailment at York station Status: Implemented	GE Rail Services should revise their maintenance arrangements for link and pin type suspensions to ensure that degraded link pins are detected and replaced at a periodicity that avoids in-service failure (paragraph 64).	GE Rail Services 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.
2            18/01/2006    21/2006 Wagon derailment at York station Status: Implemented	GE Rail Services should determine in-service link pin strain and ensure that either link pins of an appropriate specification are used or that in-service loads are reduced to within the link pin load carrying capability (paragraph 65).	GE Rail Services 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.
3            18/01/2006    21/2006 Wagon derailment at York station Status: Implemented	English Welsh and Scottish Railway should revise their system of assurance to ensure that wagons are assessed and documented as fit to run before commencing in-service operation (paragraph 66).	English Welsh and Scottish Railway 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.
4            18/01/2006    21/2006 Wagon derailment at York station Status: Implemented	Those Freight Operating Companies that operate wagons with link and pin type suspensions should review the maintenance arrangements for these suspensions in order to ensure that degraded link pins are detected and replaced at a periodicity that minimises the risk of in-service failure (paragraph 64).	The affected FOCs 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.