

Recommendation(s) Status: Ravenglass & Eskdale derailment of passenger coach at Spouthouse Curve




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)
1 29/05/2006 07/2007 Ravenglass & Eskdale derailment of passenger coach at Spouthouse Curve Status: Implemented	Undertake a full fleet check to ensure that axlebox clearances are adequate to ensure free movement, carry out remedial work where necessary and mandate a requirement in maintenance documentation for periodic checks on these clearances to be made. An assessment should also be made of the safety benefits of introducing lubrication at the axlebox/horn guide interface and, where practicable, identified improvements should be implemented (paragraph 66).	Ravenglass & Eskdale 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.
2 29/05/2006 07/2007 Ravenglass & Eskdale derailment of passenger coach at Spouthouse Curve Status: Implemented	Undertake a thorough examination of the track to identify existing and likely future areas of poor condition and implement a planned programme of remedial work. Particular attention should be paid to the presence of voiding. Until identified work is completed, appropriate temporary speed restrictions should be used (paragraphs 67, 102).	Ravenglass & Eskdale 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.
3 29/05/2006 07/2007 Ravenglass & Eskdale derailment of passenger coach at Spouthouse Curve Status: Implemented	Develop and bring into use, a rolling stock maintenance regime which is based on the assessment of hazards identified from both past experience and analysis of possible future failure modes. This assessment should include consideration of allowable tolerances in track condition. The revised documentation should identify critical dimensional parameters and component conditions to be checked at maintenance (paragraph 68).	Ravenglass & Eskdale 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 29/05/2006 07/2007 Ravenglass & Eskdale derailment of passenger coach at Spouthouse Curve Status: Implemented	Ensure drivers, guards and track maintenance staff are made aware of the signs of excessive sway and the resulting risk of derailment, especially when running empty, so that future problems are reported and actioned early (paragraph 105).	Ravenglass & Eskdale 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.
5 29/05/2006 07/2007 Ravenglass & Eskdale derailment of passenger coach at Spouthouse Curve Status: Implemented	Review the effectiveness of the existing system for reporting track faults, prioritisation of repairs and the use of temporary speed restrictions. Any identified improvements should then be Implemented and the system formalised and mandated (paragraphs 102, 103).	Ravenglass & Eskdale 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.

**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)**

6 29/05/2006 07/2007
Ravenglass & Eskdale derailment of
passenger coach at Spouthouse Curve
Status: Implemented

Establish a system for routine inspection of the track condition
and establish track standards such that temporary speed
restrictions and/or remedial works are effected as appropriate to
mitigate the risk of derailment due to excessive sway
(paragraphs 102, 103).

Ravenglass & Eskdale 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.

7 29/05/2006 07/2007
Ravenglass & Eskdale derailment of
passenger coach at Spouthouse Curve
Status: Implemented

Review the existing suspension set up and maintenance and
inspection regime of the 'Severn Lamb' type bogies to determine
whether it is consistent with the track condition resulting from
implementation of Recommendation 6 (paragraph 104).

Ravenglass & Eskdale 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.

8 29/05/2006 07/2007
Ravenglass & Eskdale derailment of
passenger coach at Spouthouse Curve
Status: Implemented

Develop and implement means of ensuring that the body/bogie
bolsters remain lubricated between maintenance checks
(paragraph 69).

Ravenglass and Eskdale 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.