

Recommendation(s) Status: Traction control failure causing signal passed at danger, Camden Road

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 07/04/2006 10/2007</p> <p>Traction control failure causing signal passed at danger, Camden Road</p> <p>Status: Implemented</p>	<p>Railcare (Wolverton) should establish procedures which ensure that after the reconnection of cables the circuits affected are tested in accordance with an appropriate test procedure before testing is declared complete (paragraph 111).</p>	<p>Railcare (Wolverton) 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 07/04/2006 10/2007</p> <p>Traction control failure causing signal passed at danger, Camden Road</p> <p>Status: Implemented</p>	<p>HSBC and Silverlink (as appropriate) should examine the condition of cable and terminal identification on class 313 rolling stock to establish its condition and the nature of any corrective action necessary (paragraph 112).</p>	<p>HSBC has proposed an alternative solution in view of the short remaining life of the Scweich class 313 fleet, replacement trains are now on order. HMRI views are awaited, but the RAIB is satisfied with this proposal.</p>
<p>3 07/04/2006 10/2007</p> <p>Traction control failure causing signal passed at danger, Camden Road</p> <p>Status: Implemented</p>	<p>While cable and terminal identification remains illegible, Railcare (Wolverton) should develop and implement a documented method of recording the terminals from which cables have been removed during the component replacement process (paragraph 112).</p>	<p>Railcare (Wolverton) 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 07/04/2006 10/2007</p> <p>Traction control failure causing signal passed at danger, Camden Road</p> <p>Status: Implemented</p>	<p>HSBC should put in place arrangements to ensure that clear cable and terminal identification is maintained throughout the life of rolling stock which it procures (paragraph 112).</p>	<p>HSBC 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 07/04/2006 10/2007</p> <p>Traction control failure causing signal passed at danger, Camden Road</p> <p>Status: Implemented</p>	<p>HSBC and Silverlink (as appropriate) should introduce a procedure to ensure that tests specified to those contracted to work on rolling stock mandate any sequence necessary to ensure their integrity (paragraph 112).</p>	<p>HSBC 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>6 07/04/2006 10/2007</p> <p>Traction control failure causing signal passed at danger, Camden Road</p> <p>Status: Implemented</p>	<p>Railcare (Wolverton) should review the competence and authority of staff carrying out testing to undertake rectification work. Working practices examined in this review should be modified to mitigate any identified risks (paragraph 112).</p>	<p>HSBC 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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<p>7 07/04/2006 10/2007</p> <p>Traction control failure causing signal passed at danger, Camden Road</p> <p>Status: Implemented</p>	<p>HSBC and Silverlink (as appropriate) should, taking into account other recommendations in this report relating to rolling stock testing, assess the residual risk of a false feed involving the traction control circuitry of a class 313 EMU causing an unsafe condition and carry out any appropriate modifications to mitigate this risk (paragraph 112).</p>	<p>HSBC 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>8 07/04/2006 10/2007</p> <p>Traction control failure causing signal passed at danger, Camden Road</p> <p>Status: Implemented</p>	<p>Railcare (Wolverton) should ensure that electrical fitting and testing staff have access to the relevant wiring diagrams (paragraph 114).</p>	<p>Railcare (Wolverton) 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>9 07/04/2006 10/2007</p> <p>Traction control failure causing signal passed at danger, Camden Road</p> <p>Status: Implemented</p>	<p>Railcare (Wolverton) and West Coast Traincare Ltd should review the processes used to put trains back into traffic to ensure that all departments understand and work within the limitations of any certificates on which they rely (paragraphs 115,116).</p>	<p>Railcare (Wolverton) 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>