

Recommendation(s) Status: Runaway of two wagons from Camden Road Tunnel

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 19/07/2007 12/2008</p> <p>Runaway of two wagons from Camden Road Tunnel</p> <p>Status: Implemented</p>	<p>EWS should revise their operational procedures to require drivers to take the TOPS list with them and use this to check the consist if they need to examine their train following an unsolicited brake application (paragraph 103 a).</p>	<p>EWS has taken actions in response to this recommendation. ORR has closed the recommendation.</p>
<p>2 19/07/2007 12/2008</p> <p>Runaway of two wagons from Camden Road Tunnel</p> <p>Status: Implemented</p>	<p>Network Rail should review the competence management system applied to signallers with the aim of improving the way that signallers' actions in response to accidents and incidents are practised and assessed (paragraph 103 d).</p>	<p>Network Rail 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>3 19/07/2007 12/2008</p> <p>Runaway of two wagons from Camden Road Tunnel</p> <p>Status: Implemented</p>	<p>EWS should revise their operational procedures to require maintenance controllers to always consider the possibility of a divided train when giving advice to drivers following a report of an unsolicited brake application (paragraph 103 e).</p>	<p>EWS 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 19/07/2007 12/2008</p> <p>Runaway of two wagons from Camden Road Tunnel</p> <p>Status: Implemented</p>	<p>EWS should implement a process to brief its maintenance staff that heat should not be applied to forged components such as couplings to prevent a degradation in the material properties (paragraph 103 f).</p>	<p>EWS 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 19/07/2007 12/2008</p> <p>Runaway of two wagons from Camden Road Tunnel</p> <p>Status: Implemented</p>	<p>EWS should review and amend, if necessary, its maintenance processes relating to the brake system of HLA/JHA and HGA wagons to ensure that all required maintenance and quality assurance measures are covered (paragraphs 104 c).</p>	<p>EWS 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 19/07/2007 12/2008</p> <p>Runaway of two wagons from Camden Road Tunnel</p> <p>Status: Implemented</p>	<p>EWS should introduce a system to monitor incidents of coupling failures by type of coupling (paragraph 105 a).</p>	<p>EWS has stated that this process was in place, and no action was required. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

**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)**

7 19/07/2007 12/2008
Runaway of two wagons from Camden Road
Tunnel
Status: Implemented

EWS should introduce a system to analyse coupling failures for individual types of coupling and implement any necessary measures to reduce the number of occurrences of train divisions for specific coupling types (paragraph 104 b).

EWS 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 19/07/2007 12/2008
Runaway of two wagons from Camden Road
Tunnel
Status: Implemented

EWS should revise its procedures for keeping wagon maintenance records to ensure that continuous records are available which provide an auditable trail of the maintenance history throughout each individual wagon's life (paragraph 105 c).

EWS 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.