

Recommendation(s) Status: Near miss involving a freight train & two passenger trains, Carstairs

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 22/12/2009 02/2011</p> <p>Near miss involving a freight train & two passenger trains, Carstairs</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to mitigate the effects of a driver extending the interval between running brake tests when their locomotive-hauled train is climbing a rising gradient¹⁵. It aims to mitigate any potential reduction in braking performance caused by snow or ice ingress. It will also improve the effectiveness of the existing running brake test in snowy conditions by detecting any such reductions.</p> <p>Freight operating companies in conjunction with the Rail Safety and Standards Board should make a proposal to review the existing arrangements in section 18.2 of module TW1 of the Rule Book for running brake tests in snowy conditions. The review should consider the practicalities of carrying out running brake tests when driving locomotivehauled trains on rising gradients and identify how these rules can be modified if drivers have not carried out a running brake test for more than five minutes. Options for consideration should include a requirement that drivers of locomotive-hauled trains should make a full service brake application and sufficiently retard their train as soon as they have passed over a summit and onto a descending gradient (paragraphs 142a, 142b, 143b and 146a).</p>	<p>Following discussions with the freight train operators modifications have been made to the railway rule book to clarify the actions to be taken when carrying out running brake tests in snowy conditions.</p> <p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
<p>2 22/12/2009 02/2011</p> <p>Near miss involving a freight train & two passenger trains, Carstairs</p> <p>Status: Implemented</p>	<p>The intent of this recommendation is to ensure that any risks to the safety of the line resulting from falling or disturbed snow affecting different types of rolling stock are assessed and that rolling stock specific risk controls are considered in advance of adverse weather. For example, when snow is falling or is being disturbed by the passage of trains, there is less potential for snow and ice ingress when trains run at a reduced speed. A lower speed also allows the train to stop in a shorter distance than it would otherwise if it had a problem with its brakes due to snow or ice.</p> <p>Freight operating companies should carry out a review of the safety impact of their freight trains operating in snowy conditions. The review should take into account the likelihood of different types of rolling stock disturbing lying snow and the consequent impact on the operation of their brake equipment. The findings should inform a consideration of the need for rolling stock specific risk control measures to be imposed when justified by the conditions. These could include reducing the maximum permitted speed of some types of train, additional actions by train staff and the re-routing of certain types of rolling stock away from adverse winter weather or from routes containing steep gradients (paragraphs 141a, 141b, 143a, 144a and 146b).</p>	<p>Freight operating companies 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>

**Number/ Date/ Report No/
Inv Title / Current Status**

3 22/12/2009 02/2011

Near miss involving a freight train & two
passenger trains, Carstairs

Status: Implemented

Safety Recommendation

The intent of this recommendation is to address an anomaly in the Rule Book which requires trains that can travel at more than 100 mph (161 km/h) to reduce their speed by 10 mph (16 km/h) below the permissible line speed (down to a minimum of 50 mph (80 km/h)), which does not apply to other trains, including freight trains, that can run at speeds above 50 mph (80 km/h).

Freight operating companies in conjunction with the Rail Safety and Standards Board should make a proposal to modify the existing arrangements in section 18.3 of module TW1 of the Rule Book, by making this rule applicable to all trains (paragraphs 141a, 141b, 143a, 144a and 146b).

**Summary of current status (based on latest report from
the relevant safety authority or public body)**

A proposal for alteration of the rules was made and approved by the Standards Committee for industry consultation. Following further discussion with industry it was concluded that a blanket restriction was inappropriate and that individual operators should develop their own policy in line with an approved code of practice.

The ORR has informed the RAIB that it is content that the code of practice issued by the freight operators adequately covers the need to provide drivers with guidance on the safe speed of trains in snowy conditions. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.