

## Recommendation(s) Status: Locomotive derailment at Ordsall Lane Junction, Salford




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)
<p>1            23/01/2013    07/2014</p> <p>Locomotive derailment at Ordsall Lane Junction, Salford</p> <p>Status: Implementation ongoing</p>	<p>The intent of this recommendation is to reduce the risk of derailment on small radius curves by ensuring that non-compliances with currently prescribed requirements for check rails are identified and mitigated.</p> <p>Network Rail should identify all curves that are non-compliant with Railway Group standard GC/RT5021 and Network Rail standard NR/L2/TRK/2102 in respect of the need to fit a check rail. For each identified curve, Network Rail should implement measures to adequately mitigate the risk of derailment. These may include one or both of the following methods, although other means of mitigation may also be appropriate (paragraph 110a, 111a and 111b):</p> <ul style="list-style-type: none"> <li>I installing a check rail on the curve; and</li> <li>I managing rail lubrication on the curve to a suitable level of availability.</li> </ul> <p>Implementation of this recommendation may require Network Rail to review curvature information recorded on track geometry measurement train runs (paragraph 79).</p>	<p>ORR reports that Network Rail has put in place a programme for the identification of all sites that require to be fitted with a check rail. This will lead to the installation of check rails on all curves with a radii equal to or less than 200 metres : and consideration of fitment on curves with a radii between 201-250 metres (for passenger lines and adjacent brake lines only). Update Feb 2016.</p>
<p>2            23/01/2013    07/2014</p> <p>Locomotive derailment at Ordsall Lane Junction, Salford</p> <p>Status: Implementation ongoing</p>	<p>The intent of this recommendation is that Network Rail should understand any changes that it has introduced to infrastructure management processes that have had a detrimental effect on their ability to control derailment risk on small radius curves (paragraphs 63, 64 and 80 - 89) and take actions to reduce the risk so far as is reasonably practicable.</p> <p>Network Rail should review its approach to managing changes that may affect the friction on small radius curves to understand whether any alterations to infrastructure and/or management arrangements, have resulted in higher levels of friction.</p> <p>At locations where it is considered that the rail friction is greater than that which applied previously, actions should be taken to reduce the corresponding increase in derailment risk so far as is reasonably practicable. These actions may include (paragraph 110a, 111a, 111b and 112a):</p> <ul style="list-style-type: none"> <li>- improvements to the rail lubrication equipment that is provided and/or the associated management processes; and/or</li> <li>- the provision of a check rail.</li> </ul>	<p>ORR has reported that Network Rail has outlined the actions to be taken in response to the recommendation. ORR will continue to monitor implementation of this recommendation.</p>

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

3            23/01/2013    07/2014

Locomotive derailment at Ordsall Lane  
Junction, Salford

Status: In-progress

**Safety Recommendation**

The intent of this recommendation is to improve compliance with current design standards when track renewal or major maintenance work is undertaken.

Network Rail should develop and implement (paragraph 110a):

- criteria for when it is necessary to formally assess the need to bring existing track assets in line with current design standards;  
and

- a process to record the findings of such assessments.

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

ORR has reported that Network Rail has outlined the actions to be taken in response to the recommendation. ORR is seeking further information. Update 31/07/15.