

Recommendation Status Report



Report Title	Freight train derailment at Heworth, Tyne and Wear
Report Number	16/2015
Date of Incident	23/10/2014

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
16/2015/01	Implemented	None	<p>The intent of this recommendation is to reduce the risk of a PCA wagon's ride performance being degraded by a loss of damping within its suspension due to a damper pad which is worn beyond its maintenance limit.</p> <p>Freightliner should amend its vehicle maintenance instructions for its fleet of PCA wagons so that each damper pad is removed and measured during the VIBT examination to identify those wagons which have had levels of damper pad wear (on any corner) that exceed the permitted wear limit since the last VIBT examination. For each wagon identified, Freightliner should implement measures to prevent it being used in service with a damper pad that could wear beyond the permitted wear limit before its next VIBT examination. These measures could include:</p> <p>additional monitoring or checks for that wagon in between VIBT examinations;</p> <p>replacing damper pads on that wagon at an earlier interval; or</p> <p>carrying out work to identify and address the reasons why that wagon has had a high level of damper pad wear, such as pedestal or wheelset alignment (paragraphs 203a.i and 203a.ii).</p>	<p>ORR has reported that Freightliner has reported that it has completed actions taken 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>
16/2015/02	Implemented	None	<p>The intent of this recommendation is to reduce the possibility of new track defects developing at Heworth, which could cause a derailment.</p> <p>Network Rail should investigate why water is not draining from the track bed in the vicinity of where the train derailed (between 99 miles 220 yards and 99 miles 264 yards on the Down Sunderland line between Pelaw and Newcastle) and implement measures to control the risk of excess water affecting the track's vertical geometry. Such</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation.</p> <p>ORR proposes to take no further action unless they become aware</p>

Recommendation Status Report



			measures could include ballast cleaning, remedial work to improve the effectiveness of the installed track drainage, through to a renewal of the track (paragraph 203b.ii)	that the information provided becomes inaccurate.
16/2015/03	Implemented	None	<p>The intent of this recommendation is to reduce the risk of derailment in the Newcastle Track Section Manager area due to track defects that are not repaired after being found by the inspection regime.</p> <p>Network Rail should review the condition of the track assets in the area covered by the Newcastle Track Section Manager against the records on its system for maintaining its track assets (Ellipse). The aim of the review should be to identify track defects requiring maintenance action which are either not recorded on Ellipse, do not have a planned date for repair, or have not been correctly prioritised for repair. Once identified, these defects should be recorded on Ellipse, prioritised and given a date for repair (paragraph 203b.iii).</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken 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>
16/2015/04	Implemented	None	<p>The intent of this recommendation is to reduce the risk of derailment due to track assets not being maintained by better understanding the reasons for the problems found in this investigation.</p> <p>Network Rail should investigate why its track assets within the area covered by the Newcastle Track Maintenance Engineer consistently have the highest numbers of reportable track geometry defects and sections of track in the super-red category on LNE Route. The investigation should include consideration of:</p> <p>the number of staff needed to maintain the track assets in the Newcastle Track Section Manager area, so that both reactive and planned volumes of preventative maintenance activities are delivered;</p> <p>the effect that changes to safe systems of work used by the track maintenance teams has had on the time spent working on the track;</p> <p>the effect that the introduction of PLPR within the track inspection regime has had on increasing the track maintenance workload;</p> <p>the types and numbers of track assets in the Newcastle Track Maintenance Engineer's area, their age, and their condition, in comparison to the other Track Maintenance</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken 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>

Recommendation Status Report



			<p>Engineer areas on LNE Route; and</p> <p>the effect that any other factors have had in contributing to the high number of track asset defects.</p> <p>Based on the findings of the above investigation, Network Rail should determine what the appropriate target values are for the numbers of reportable track geometry defects and sections of track in the super-red category in the Newcastle Track Maintenance Engineer area. Network Rail should then take action to improve the maintenance of the track assets in this area to a level that allows these targets to be met (paragraphs 203b.iii, 203b.iv, 203b.v and 204a).</p>	
16/2015/05	Implemented	None	<p>The intent of this recommendation is to reduce the risk of derailment due to track assets not being maintained by better management through auditing and monitoring procedures.</p> <p>Network Rail should investigate why its management arrangements allowed non-compliances to processes for track asset maintenance to go undetected in the area covered by the Newcastle Track Maintenance Engineer, which correspondingly had the highest numbers of reportable track geometry defects and eighth of a mile sections of track in the super-red category when compared to other areas. The investigation should include consideration of:</p> <p>why its audit and self-assurance framework did not identify the full extent of the non-compliances to processes found by the RAIB;</p> <p>why its reporting and monitoring processes did not trigger earlier action by senior management within the Route to resolve the persistent problems affecting the track assets in the Newcastle Track Maintenance Engineer area; and</p> <p>whether there are other Track Maintenance Engineer areas, like the one at Newcastle, with persistent non-compliances to processes that are affecting the maintenance of its track assets.</p> <p>Based on the findings of its investigation, Network Rail should take action to improve</p>	<p>ORR has reported that Network Rail has reported that it has completed actions taken in response to this recommendation. ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>

Recommendation Status Report



			the management arrangements at Route level that audit, monitor and review the performance of a local area to highlight non-compliances which are resulting in persistent deficiencies with the maintenance of its track assets (paragraphs 203b.iv, 203b.v and 204b).	
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