

Recommendation Status Report



Report Title	Freight train derailment at Angerstein Junction
Report Number	10/2016
Date of Incident	03/06/2015

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
10/2016/01	Implemented	None	<p>The intent of this recommendation is to manage the derailment risk arising from locked up wagon suspensions by ensuring that wagon maintenance regimes facilitate the prevention of defects. This recommendation seeks completion of work that VTG has already initiated in response to the derailment. It may also be applicable to other entities in charge of maintenance for freight wagons, as the circumstances leading to suspension lock up of the type identified in this derailment may not be limited to VTG.</p> <p>VTG Rail UK should review and improve the inspection and maintenance regimes for its wagons with Y25 type bogies to ensure that these adequately manage the risk arising from suspension locking up. This review should include, but not be limited to:</p> <ul style="list-style-type: none"> understanding which friction surfaces in the suspension systems of its wagons with Y25 type bogies can be subject to excessive or uneven wear that could lead to suspension locking up; understanding the prevalence of such wear to these friction surfaces; amending inspection processes to allow identification of uneven wear patterns on friction surfaces; consideration of methods, such as measurements or physical markers, to allow identification of suspension lock up problems; and consideration of the use of wheel weight data sources, such as Gotcha, to identify wagon defects that can increase derailment risk (paragraphs 105a and 105b). 	<p>ORR has reported that ECMs, working together through the Freight Technical Committee working group, have 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>

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			<p>This recommendation may also be applicable to other entities in charge of maintenance for freight wagons.</p>	
10/2016/02	Implemented	None	<p>The intent of this recommendation is to develop industry understanding of the potential wear mechanisms that can lead to suspension lock up, so that wagon maintenance regimes adequately manage the associated risks.</p> <p>VTG Rail UK should liaise with other entities in charge of maintenance for freight wagons to review and, if appropriate, amend its inspection and maintenance regimes for wagons with Y25 type bogies to ensure that friction surface inspection and/or replacement frequencies are compatible with foreseeable wear rates. This review should include, but not be restricted to:</p> <p>understanding the mechanisms that lead to friction surface wear in Y25 bogie suspension;</p> <p>understanding the wear rates that are experienced in service; and</p> <p>understanding the limits of wear that can lead to suspension locking (paragraph 105b).</p> <p>This recommendation may also be applicable to other entities in charge of maintenance for freight wagons.</p>	<p>ORR has reported that ECMs that maintain Y25 bogies, working together through the Freight Technical Committee working group, have 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>
10/2016/03	Implemented	None	<p>The intent of this recommendation is to ensure that the derailment risk at Angerstein Junction is adequately controlled.</p> <p>Network Rail should review and, if appropriate, alter the infrastructure configuration on the line between Angerstein Junction and Angerstein Wharf sidings to reduce its contribution to the derailment risk in the immediate vicinity of the 851A trap points. This review should include, but not be limited to, consideration of:</p> <p>the wagon types and loads normally using the line;</p> <p>the layout of the check rail;</p> <p>the speed and braking profiles of trains using the line;</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>

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Rail Accident Investigation Branch

			the locations and operation of signalling equipment; and the location of the trap points, or the provision of alternative risk mitigation measures (paragraph 105c).	
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