

## Recommendation Status Report: Derailment of a freight train near Langworth, Lincolnshire

This report is based on information provided to the RAIB by the relevant safety authority or public body.

The status of the recommendation(s), as reported to us, are described by the following categories:

### Key to Recommendation Status

|   |  |
|---|--|
| <b>Open</b><br>(replaces Progressing and Implementation On-going)                                 | Actions to address the recommendation are ongoing.   |
| <b>Closed</b><br>(replaces Implemented, Implemented by alternative means, and Non-implementation) | ORR consider the recommendation to have been taken into consideration by an end implementer and evidence provided to show action taken or justification for no action taken.   |
| <b>Insufficient response:</b>   | The end implementer has not provided sufficient evidence that the recommendation has been taken into consideration, or if it has, the action proposed does not address the recommendation, or there is insufficient evidence to support no action being taken. |
| <b>Superseded:</b>  | The recommendation has been superseded either by a newer recommendation or actions have subsequently been taken by the end implementer that have superseded the recommendation.  |
| <b>Awaiting response:</b>   | Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.   |

RAIB concern over the way that an organisation has responded to a recommendation are indicated by one of the following:

**Red** – RAIB has concerns that no actions have been taken in response to a recommendation.

**Blue** – RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

**White** – RAIB notes substantive actions have been reported, but the RAIB still has concerns.

# Recommendation Status Report



|                         |  |
|-------------------------|--|
| <b>Report Title</b>     | Derailment of a freight train near Langworth, Lincolnshire |
| <b>Report Number</b>    | 11/2016  |
| <b>Date of Incident</b> | 30/06/2015   |

| Rec No.    | Status     | RAIB Concern | Recommendation   | RAIB Summary of current status   |
|------------|------------|--------------|--|--|
| 11/2016/01 | Closed - I | None         | <p>The intent of this recommendation is for Network Rail to improve the reliability and accuracy of the stress free temperatures recorded in its database of rail stresses as a key element of its strategy for the prevention of track buckles.</p> <p>Network Rail should:</p> <p>a. review its guidance to maintainers on the circumstances in which:</p> <p>a re-measurement of stress free temperature; or</p> <p>the re-stressing of rails to a stress free temperature of 27oC, is considered appropriate.</p> <p>The review should include an assessment of whether sufficient account is taken of factors not explicitly covered by the standard currently, such as the difficulty of maintaining stress in short sections of plain line between abutting switch toes or the nature of any maintenance work carried out, which can affect the buckling resistance of vulnerable track; and</p> <p>b. develop a programme to deliver any actions arising from the review, including amendments to standards and early rebriefing of track maintenance staff, to meet the intent of the recommendation (paragraphs 100a.iv and 101a).</p> | <p>ORR has reported that Network Rail has a proposed action plan and timescale for delivery to be taken in response to the recommendation.</p> |
| 11/2016/02 | Closed - I | None         |  | <p>ORR has reported that Network Rail has reported that it has</p>   |

# Recommendation Status Report



|            |            |      |   |   |
|------------|------------|------|---|---|
|            |            |      | <p>The intent of this recommendation is to reduce the risk of track buckles by enabling the consistent application of Network Rail’s procedure for the calculation of critical rail temperatures, with sufficient account taken of all relevant factors.</p> <p>Network Rail should:</p> <p>a. assess whether the descriptors of ballast shortage conditions in its current standards and guidance require further clarification to enable consistent calculation of critical rail temperatures. The review should also include an evaluation of whether additional allowances should be made for combinations of conditions, such as localised ballast shortage in switches and crossings (particularly around point motor bearers), sub-intervention level misalignments and any maintenance that could have affected the stress free temperature; and</p> <p>b. develop a programme to deliver any actions arising from the review, including amendments to standards and rebriefing of track maintenance staff, to meet the intent of the recommendation (paragraphs 100a.ii, 100a.iii, 100b and 101a).</p> | <p>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>                               |
| 11/2016/03 | Closed - I | None | <p>The intent of this recommendation is to ensure that there are sufficient resources available to Lincoln depot to manage the risks from track buckling.</p> <p>Network Rail should review the Ellipse track maintenance workbank for the area covered by its Lincoln depot to ascertain the adequacy of resources to prepare the track for hot weather, taking account of the overall workload and the level of resources assessed as required in its ‘Phase 2BC’ reorganisation, and then implement a plan to manage any shortfall (paragraph 101b).</p>   | <p>ORR will advise RAIB when actions to address this recommendation have been completed. ORR has reported that (Dutyholder name) has reported that it has completed actions taken in response to this recommendation.</p> |

# Recommendation Status Report



|            |            |      |   |  |
|------------|------------|------|---|--|
| 11/2016/04 | Closed - I | None | <p>The intent of this recommendation is to ensure that there is a robust process in place at Lincoln depot for reprioritising work orders relating to hot weather preparation so that the mitigation of any associated risks is appropriately managed.</p> <p>Network Rail should examine the process of managerial oversight of the reprioritisation and cancellation of work orders at its Lincoln depot assure itself that these are being undertaken in accordance with company procedures, that the decision-making processes are technically sound and risk based and, where necessary, any interim mitigation measures are put in place (paragraph 101b).</p> <p>This recommendation may have wider application within Network Rail's maintenance functions.</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> |
|------------|------------|------|---|--|