

# 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	Implemented	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. 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	Implemented	None	<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>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</p>

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			<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>action unless they become aware that the information provided becomes inaccurate.</p>
11/2016/03	Implemented	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>
11/2016/04	Progressing	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 is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated.</p> <p>ORR will advise when the status of this recommendation changes.</p>