

Recommendation Status Report



Report Title	Loss of brake control on a sleeper train approaching Edinburgh
Report Number	05/2020
Date of Incident	01/08/2019

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
05/2020/01	Implemented	None	<p>The intent of this recommendation is to ensure the integrity of the mandated brake continuity test when coupling a locomotive to a train.</p> <p>RSSB, in consultation with its members, should amend the wording of section 4.2 of Rule Book module TW1 (GERT8000-TW1 – ‘Preparation and movement of trains’) to make it clear that the brake continuity test should be carried out after all coupling-related activities have been completed (paragraphs 114a and 114b(i)).</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>
05/2020/02	Implemented	None	<p>The intent of this recommendation is to reduce the probability of the driver losing control of the coach brakes on the Caledonian Sleeper trains.</p> <p>Serco Caledonian Sleepers Limited, in conjunction with its design authority, should review the design of the brake pipe isolating cock on its Mark 5 sleeper coaching stock, particularly in relation to its vulnerability to undetected, inadvertent operation by people during shunting or train preparation, or by objects (such as fallen trees, flying ballast, or other debris). If applicable, it should implement mitigation measures to reduce the risk (paragraph 114a).</p>	<p>ORR has reported that Serco Caledonian Sleepers Limited 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>