

## Recommendation(s) Status: Freight train derailment at Willesden High Level Junction, north-west London

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

The status of implementation of the recommendations, as reported to us, has been divided into eight categories:

### Key to Recommendation Status

<b>Implemented:</b>	All actions to deliver the recommendation have been completed.
<b>Implemented by alternative means:</b>	The intent of the recommendation has been satisfied in a way that was not identified by the RAIB during the investigation.
<b>Implementation ongoing:</b>	Work to deliver the intent of the recommendation has been agreed and is in the process of being delivered.
<b>Insufficient response:</b>	The end implementer has failed to provide a response; or has provided a response that does not adequately satisfy ORR that sufficient action is being taken to properly consider and address a recommendation.
<b>Progressing:</b>	The relevant safety authority has yet to be satisfied that an appropriate plan, with timescales, is in place to implement the recommendation; and work is in progress to provide this.
<b>Non-implementation:</b>	Regulation 12(2)(b)(iii) = recommendation considered and no implementation action to be taken.
<b>Closed - carry forward:</b>	ORR intends to take no further action as it has been superseded by another recommendation.
<b>Awaiting response:</b>	Awaiting initial report from the relevant safety authority or public body on the status of the recommendation.

RAIB concerns on actions taken by organisations in response to recommendations are reflected in this report and are indicated by one of the following:

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

**Blue** – The blue triangle shows recommendations where the RAIB has concerns that the actions taken, or proposed, are inappropriate or insufficient to address the risk identified during the investigation.

**White** – The white triangle shows recommendations where the RAIB notes substantive actions have been reported, but the RAIB still has concerns.

# Recommendation Status Report



<b>Report Title</b>	Freight train derailment at Willesden High Level Junction, north-west London
<b>Report Number</b>	07/2020
<b>Date of Incident</b>	06/05/2019

Rec No.	Status	RAIB Concern	Recommendation	RAIB Summary of current status
07/2020/01	Progressing	None	<p>The intent of this recommendation is to make best use of routinely collected track geometry information for the purpose of understanding the condition of track bed and earthwork assets and how this may affect the safe running of trains.</p> <p>Taking into account findings from its ongoing research programmes, Network Rail should investigate whether recent advances in computing techniques allow data recorded by its track geometry measurement trains to be analysed in a way that enables the identification of track movement trends that are indicative of underlying problems with the track bed and/or supporting earthworks. If reasonably practicable, it should develop and implement analysis tools and processes and make these available to engineers responsible for the management of such infrastructure assets (paragraph 158c.i).</p>	<p>ORR has reported that (Dutyholder name) is taking suitable actions to address the recommendation although an accurate plan for full implementation has not been formulated. ORR will advise when the status of this recommendation changes.</p>
07/2020/02	Implemented	None	<p>The intent of this recommendation is that the significance of incomplete measurements made by track geometry measurement trains is made visible and managed accordingly.</p> <p>Network Rail should review the arrangements it uses to alert its track maintenance teams to missing data from its track geometry measurement trains, including the reports required by NR/L2/TRK/038 and other information that is made available, and the actions they then take. It should make enhancements to its processes, instructions and guidance to address deficiencies that could impact on the safe running of trains (paragraphs 158c.i and 160a).</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>

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07/2020/03	Implemented	Blue	<p>The intent of this recommendation is to ensure the timely identification of unsafe changes in track geometry arising from known defects in supporting earthwork structures.</p> <p>Network Rail should review and update, as necessary, its processes and guidance for the management of earthwork structures such that when ongoing movement is identified in a supporting earth embankment adequate monitoring of the track is established. The frequency of the monitoring and associated alert arrangements need to be such as to allow timely action to be taken in the case of a rapid deterioration of the track geometry, in order to prevent any impact on the safe running of trains. It should also review and enhance the arrangements for the department responsible for management of earthwork structures and the department responsible for track maintenance to inform the other of the potential susceptibility and, therefore, the need for enhanced monitoring (paragraph 158c.ii).</p> <p>This recommendation should be considered and implemented in conjunction with Recommendation 3 in RAIB report 04/2020, 'Train collision with washed-out aggregate, Corby, 13 June 2019'.</p>	<p>ORR proposes to take no further action unless they become aware that the information provided becomes inaccurate.</p>
07/2020/04	Implemented	None	<p>The intent of this recommendation is to ensure that MGR-derivative wagons do not travel on the national network with unsafe diagonal wheel load imbalance.</p> <p>DB Cargo should review the effectiveness of the maintenance processes and arrangements it uses to control the diagonal wheel load imbalance of MGR-derivative wagons. It should identify and implement any necessary changes to maintain any imbalance within prescribed safe limits. Implementation of this recommendation should consider whether:</p> <ul style="list-style-type: none"> <li>I the means of determining and adjusting the diagonal wheel load imbalance are suitable for achieving the level of control required</li> <li>I wheel load measurement is necessary as part of the VIBT maintenance cycle, or at another suitable maintenance interval.</li> </ul> <p>DB Cargo should share the outcome of this review with other entities in</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>

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			charge of maintenance via an appropriate forum, such as the Freight Technical Committee, or other suitable means of communication (paragraph 158d.ii).	
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