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3 December 2015



Mr Andrew Hall  
Deputy Chief Inspector of Rail Accidents  
Cullen House  
Berkshire Copse Rd  
Aldershot  
Hampshire GU11 2HP

Dear Andrew,

**RAIB Report: Derailment at Castle Donington, Leicestershire**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 2 addressed to ORR in the above report, published on 16 January 2014.

The annex to this letter provides details of the action taken. The status of this recommendation is now '**Implemented**'. We do not propose to take any further action in respect of these recommendations unless we become aware that any of the information provided becomes inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 11 December 2015.

Yours sincerely,

**Andrew Eyles**

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<sup>1</sup> In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

## **Recommendation 2**

*The intent of the recommendation is to reduce the risk of trains colliding with a derailed vehicle.*

RSSB, in conjunction with the rail industry, should undertake a review of the Rule Book requirements relating to the action to be taken following an abnormal brake application on a freight train and make any changes found to be necessary to reduce the risk of collision with a derailed vehicle. Such a review should consider under what circumstances and how quickly the signaller should be contacted and the actions to be taken, such as cautioning the first train to pass on the adjacent line.

### **ORR decision**

1. RSSB has reviewed the Rule Book in the light of this recommendation and published changes that will come into force on 5 December 2015.
2. After reviewing information received ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, RSSB has:
  - taken the recommendation into consideration; and
  - has taken action to implement it.

***Status: Implemented.***

### **Previously reported to RAIB**

3. On 16 December 2015 ORR reported to RAIB that RSSB had undertaken a review of the Rule Book requirements as requested by the recommendation. The approval for change was to be presented to the Traffic Operation and Management Standards Committee (TOMSC) in December 2014.

### **Update**

4. On 26 November 2015 RSSB provided the following update:

*RSSB undertook the recommended review, in conjunction with industry. More specifically, on 24 June 2014, TOMSC supported the option of enhancing Rule Book instructions re abnormal brake applications. It also agreed that the required amendment would be for the driver to alert the signaller and agree the action to be taken.*

*After the drafting and review process, on 24 June 2015, TOMSC supported the option of enhancing module TW1 of the Rule Book instructions as follows:*

*The person responsible: driver*

*If your train has been brought to a stand by a brake application which you did not make, you must immediately check the in-cab equipment indications, such as automatic warning system (AWS), ERTMS or train protection and warning system (TPWS), to see if this has intervened.*

*If AWS, ERTMS or TPWS equipment has intervened, you must immediately contact the signaller, unless TPWS caused the brake application when the train was approaching buffer stops.*

*If AWS, ERTMS or TPWS did not cause the brake application, you must find out if the brake was applied by the guard or by the passenger communication apparatus.*

*If none of these caused the brake application, you must check if the train is complete.*

*You must agree with the signaller what actions will be taken to find out whether the train has become divided and whether any other line is affected.*

*You must assume that your train has become divided if:*

- the tail lamp is missing*
- the brake pipe is open at the rear.*

*The new module – including the above text – was issued in September 2015 and will come into force in December.*

5. The December 2015 Rule Book Briefing leaflet publicising this change can be found at <http://www.rsb.co.uk/rgs/rulebooks/GERT8000-RBBL%20Iss%2028.pdf>.