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16 June 2017



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

Dear Andrew,

RAIB Report: Freight train derailment near Gloucester, 15 October 2013

I write to provide an update¹ on the action taken in respect of recommendation 2 addressed to ORR in the above report, published on 9 October 2014.

The annex to this letter provides details of the action taken regarding this recommendation, the status of which is now '**Implemented**'. We do not propose to take any further action in respect of this recommendation, 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 26 June 2017.

Yours sincerely,

Oliver Stewart

¹ 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 derailment from cyclic top track defects.

Network Rail should revise its processes for the management of cyclic top track defects. It should:

- a) Review the requirement that immediate action cyclic top track defects must be repaired within 36 hours to understand if it is feasible for an effective repair to be made in this timescale, and if not, mandate the actions that must be taken to mitigate the risk due to the cyclic top track defect until an effective repair can be planned and made;
- b) Provide guidance, which is briefed out to its track maintenance staff, on how to make effective repairs to cyclic top track defects. This guidance should tell track maintenance staff not to carry out manual repair work that is only aimed at breaking the cyclic top track defect into sections of track with poor vertical track geometry, unless the risk presented by the residual poor vertical track geometry is assessed and mitigating actions taken (such as the imposition of a speed restriction);
- c) Review the adequacy of its processes for imposing and removing emergency speed restrictions applied for cyclic top track defects. This is to assure itself that there are adequate controls in place for the removal of cyclic top related speed restrictions. Such controls could include an assessment of the track's vertical geometry, carried out after trains have run over the repaired track, but before line speed is restored; and
- d) Have a process in place that raises the visibility of repetitive cyclic top track defects, so that senior management responsible for the local maintenance team are made aware of it and can monitor the actions being taken to address the cyclic top.

ORR decision

1. Network Rail has not submitted a closure statement and currently has the recommendation open. This is due to the final element of their response for part d of the recommendation project TIGER (amongst other things this will provide the required visibility of repetitive cyclic top track defects,), being on-going but not yet completed. Actions for parts a, b and c have been completed with satisfactory evidence provided to ORR demonstrating an appropriate response has been developed and implemented. Whilst not fully developed and implemented project TIGER has a detailed scope, committed funding and delivery workstream with a completion date of 30 November 2017. Due to the importance of project TIGER in delivering a range of improvements to support the Network Rail's management of the track asset ORR will be closely monitoring progress and would reopen this recommendation if implementation of TIGER is not delivered.

2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:

- taken the recommendation into consideration; and
- has taken action to implement it

Status: Implemented.

Previously reported to RAIB

3. See Annex B.

Update (Read in conjunction with Annex B)

4. As Network Rail have not yet submitted a closure statement for this recommendation a summary of Network Rail's action is provided below. This has been produced from information gained during regular meetings and correspondence, pursuing this recommendation, with Network Rail.

Rec 2a –The LOI has been incorporated into the revised standard NR/L2/TRK/001/mod11. The std. was published in September 2015 and briefed out at the associated 1/4ly briefing

= This element of rec 2 can be considered implemented.

Rec 2b A Track Worker Information sheet TWI (3T028) sheet has been produced and revised following ORR comments. This has been published on the standards system and briefed out in the 1/4ly NR Track standards meeting on 3 December 2015.

= This element of rec 2 can be considered implemented.

Rec 2c The recommendation required a review of the process for imposing and removing speed restrictions. The review that led to the LOI and subsequent revised NR/L2/TRK/001/mod11, along with the new TWI (3T028) have addressed the speed restriction process issue. In addition to this Network Rail have put in place a TSR reduction programme with the primary focus on unplanned cyclic top TSRs. The programme has 6 key deliverables aimed at predicting, preventing and sustainably removing cyclic top TSRs.

= This element of rec 2 can be considered implemented.

Rec 2d –NR have confirmed that project Tiger will address providing visibility of repetitive cyclic top track defects. In May 2016 NR Chief Engineer Track and Lineside (CETL) confirmed that funding for TIGER continues to be in place. At 12-9-2016 NR CETL advised: Funding of £6m agreed to develop TIGER to a usable tool confirming that TIGER has a committed funding and delivery workstream involving

bringing together a number of items including Eddy Current outputs, onto a common IT platform. On 08/02/2016 NR submitted a time extension notification to 30/11/2016 to reflect the go live of TIGER, recently NR provided a spreadsheet that shows a due date for TIGER as 30/11/17. Rec handling are confirming the closure timescale for this work.

= This element of rec 2 can be considered implemented, subject to ORR monitoring and confirmation of implementation.