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6 August 2021

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

Dear Andrew,

RAIB Report: Loss of brake control on a sleeper train approaching Edinburgh on 1 August 2019

I write to provide an update¹ on the action taken in respect of recommendation 1 addressed to ORR in the above report, published on 28 May 2020.

The annex to this letter provides details of actions taken in response to the recommendation and the status decided by ORR. The status of recommendation 1 is **'Implemented'**.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website on 9 August 2021.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Oliver Stewart', written over a light blue horizontal line.

Oliver Stewart

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

Recommendation 1

The intent of this recommendation is to ensure the integrity of the mandated brake continuity test when coupling a locomotive to a train.

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.

ORR decision

1. After consulting with its members, RSSB has amended section 4.2 of Rule Book module TW1 to state that a brake continuity test on a locomotive-hauled train or HST must only be carried out after completing all coupling including brake and electrical connections; and a brake continuity test must also be carried out if any jumper cables have been disconnected or reconnected during a journey.

2. After reviewing the information provided 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 1 February 2021 ORR reported the following:

RSSB are planning to update the relevant section of the Rule Book to make clear the need for a brake continuity test when coupling activities have been carried out. Consideration is also being given to the need for a brake continuity test after any jumper cables have been disconnected and reconnected in the course of a journey without any attachment or detachment of vehicles.

Update

4. On 30 June 2021 RSSB provided the following update:

RSSB tabled an amendment to Rule Book module TW1 (Preparation and movement of trains) in line with the recommendation at the meeting of the Traffic Operation and Management Standards Committee (TOM SC) held on 28 July 2020. TOM SC supported the proposed change, and also suggested that consideration be given to the need for a brake continuity test after any jumper cables have been disconnected and reconnected in the course of a journey without any attachment or detachment of vehicles.

After a period of consultation with TOM SC during December 2020/January 2021 – following due industry process – the amendment was incorporated into TW1, issue 16 of which was published on 6 March 2021 and came into force on 5 June 2021.

Section 4.2 was amended to state that a brake continuity test on a locomotive-hauled train or HST must only be carried out after completing all coupling including brake and electrical connections. A brake continuity test must also be carried out if any jumper cables have been disconnected or reconnected during a journey:

driver, guard, train preparer	<p>4.1 Making sure brakes are working correctly</p> <p>The automatic brake must normally be in use on every vehicle in a passenger, parcels or postal train. You must make sure that the brakes are working correctly before allowing a train to start a journey.</p>
driver, guard, train preparer	<p>4.2 Carrying out a brake continuity test on locomotive-hauled trains or HSTs</p> <p>You must carry out a brake continuity test:</p> <ul style="list-style-type: none"> - when a locomotive is coupled to the train - after a brake defect has been repaired - after a train has been left unattended and the traction unit shut down (except where authorised in local instructions) - when a vehicle is uncoupled from the train, unless it is uncoupled from the extreme rear - when a vehicle is coupled to the train - when any jumper cables have been disconnected and then re-connected during the journey.
driver	<p>You must carry out a brake continuity test only after all coupling, including brake and electrical connections, has been completed.</p> <p>If the train is assisted by a locomotive coupled in the rear, you must ask the driver of the assisting locomotive to carry out the brake continuity test, including brake and electrical connections,</p>

Rule Book module TW1 may be found [here](#), but please find attached a pdf for reference.



GERT8000-TW1 Iss
16.pdf

As a result of the above, RSSB now considers this recommendation to be closed.

Previously reported to RAIB

Recommendation 1

The intent of this recommendation is to ensure the integrity of the mandated brake continuity test when coupling a locomotive to a train.

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

ORR decision

1. RSSB are planning to update the relevant section of the Rule Book to make clear the need for a brake continuity test when coupling activities have been carried out. Consideration is also being given to the need for a brake continuity test after any jumper cables have been disconnected and reconnected in the course of a journey without any attachment or detachment of vehicles.

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

- taken the recommendation into consideration; and
- is taking action to implement it by 30 September 2021.

Status: Implementation ongoing. ORR will advise RAIB when actions to address this recommendation have been completed.

Information in support of ORR decision

3. On 5 August 2020 RSSB provided the following initial response:

I am pleased to report that, having accepted the recommendation, RSSB tabled the amendment at the meeting of the Traffic Operation and Management Standards Committee (TOM SC) held on 28 July 2020. TOM SC supported the proposed rules change, which will be progressed as part of a range of changes included in a single project for publication in September 2021. TOM SC suggested that consideration too be given to the need for a brake continuity test after any jumper cables have been disconnected and reconnected in the course of a journey without any attachment or detachment of vehicles. This will be considered as part of the same project.

The review will also be an opportunity to agree whether there is value in amending this section of the Rule Book in the light of the more recent incident at Crofton West Junction.

We will keep ORR informed of progress in the usual manner.

4. On 29 January 2021 RSSB provided the following update:

RSSB Project 21-901 includes publication of the Carmont-related amendments to the Rule Book, delivery of which will supersede the related point releases published

on 5 December 2020. The project also incorporates a change to TW1 to address the RAIB 'Edinburgh sleeper' recommendation. The publication date for the outputs of this project will be March 2021, with an in-force date of June 2021. The changes to the Rule Book in 21-901 were approved for authorisation to publish by TOM SC at its meeting on 1 December 2020. The closing date for any final comments by industry is 15 January 2021.