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21 February 2012

Ms Carolyn Griffiths
Chief Inspector of Rail Accidents
Rail Accident Investigation Branch
Block A 2nd Floor
Dukes Court
Dukes Street
Woking
GU21 5BH

Dear Carolyn

Near miss involving a freight train and two passenger trains, Carstairs

I write to report¹ and update on the consideration given and the action taken in respect of the recommendations addressed to ORR in the above report published on 31 January 2011.

The annex to this letter provides an update on the consideration given/action taken in respect of recommendation 2 which has now been implemented². We have previously reported recommendations 1 and 3 as implemented on 28 September 2011.

We do not propose to take any further action unless we become aware that any of the information is inaccurate in which case we will write to you again³. We expect to publish this response on the ORR website on 7 March 2012.

Yours Sincerely

Chris O'Doherty

¹ In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005
² In accordance with Regulation 12(2)(b)(ii)
³ In accordance with Regulation 12((2)(c)



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Recommendation 2

The intent of this recommendation is to ensure that any risks to the safety of the line resulting from falling or disturbed snow affecting different types of rolling stock are assessed and that rolling stock specific risk controls are considered in advance of adverse weather.

For example; when snow is falling or is being disturbed by the passage of trains, there is less potential for snow and ice ingress when trains run at a reduced speed. A lower speed also allows the train to stop in a shorter distance than it would otherwise if it had a problem with its brakes due to snow or ice.

Freight operating companies should carry out a review of the safety impact of their freight trains operating in snowy conditions.

The review should take into account the likelihood of different types of rolling stock disturbing lying snow and the consequent impact on the operation of their brake equipment.

The findings should inform a consideration of the need for rolling stock specific risk control measures to be imposed when justified by the conditions.

These could include reducing the maximum permitted speed of some types of train, additional actions by train staff and the re-routing of certain types of rolling stock away from adverse winter weather or from routes containing steep gradients.

Previously reported to RAIB

1. On 28 September 2011 ORR reported the recommendation had been implemented by: Colas Rail, DB Schenker, GB Railfreight, Freightliner and whilst British American Railway Services (Devon and Cornwall Railways) was not currently operating freight services, but has committed to addressing the recommendation when it is in a position to operate freight trains.

2. We also reported that DRS would carry out a risk assessment for all the types of rolling stock it operates by the end September 2011 and that we would provide an update to RAIB.:

Update

3. **Direct Rail Services** in its response on 9 December 2011 advised the following actions have been undertaken:

DRS has completed a risk assessment of the types of rolling stock it operates in snowy/icy conditions. This was undertaken by its Senior Fleet Engineer

4. In relation to the above DRS provided ORR with a copy of:

- Its Vehicle Type Assessment Winterisations; and
- Its Winter Assessment of Vehicle Type (summary of assessment).

DRS has undertaken a review of the routes it operates and have identified the 'High Risk' routes (based on gradients and potential places of snow build up).

5. In relation to the above DRS provided ORR with a copy of its Route Risk Review:

A series of control measures have been developed that will be applied in addition to TW1 Rule Book working during periods of high snowfall and low temperatures on specified routes. These additional measures have been developed to mitigate any increased risk from using the rolling stock DRS has assessed as 'higher risk'.

6. In relation to the above DRS Provided ORR with a copy of the new DRS Winter Working Procedure that includes the additional control measures.

A new work instruction has been developed to provide train examiners with guidance as to what is acceptable/un-acceptable build-up of snow and ice and what measures are required to make the vehicles suitable for safely travelling on the rail network.

7. In relation to the above DRS Provided ORR with a copy of its Winterisation Brief for train examiners.

8. DRS also confirmed that starting on Monday 12 December

- *The DRS Winter Working Procedure will be briefed out and issued to all DRS train drivers, train crew, control staff and delivery managers. This will be completed by Monday 19th December; and*
- *The DRS Winterisation Brief for train examiners will be briefed out to all train examiners and ground staff at locations where DRS trains are prepared (Including 3rd party locations). This will be completed by Friday 23rd December*

ORR Decision

9. After reviewing all the information received from Direct Rail Services, ORR concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Direct Rail Services has:

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

ORR will write to RAIB again if it becomes aware that the information above is inaccurate.

Status: *Implemented*