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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 4 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 4 July 2016.

Yours sincerely,

Oliver Stewart

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

Recommendation 4

The intent of the recommendation is to provide maintenance staff with a way of making effective repairs to vertical track geometry faults on steel sleeper track.

Network Rail should investigate methods of making more effective repairs to vertical track geometry faults on steel sleeper track, especially if the underlying formation is poor or the ballast is contaminated. Any methods that are identified by this work should then be incorporated into procedures and Track Work Information Sheets, and briefed out to its track maintenance staff.

ORR decision

1. Network Rail reviewed the relevant standards and guidance regarding design and specification of new and relayed track, and the materials that can be used. This was to ensure that steel sleeper track is only specified where ballast and formation conditions are appropriate and staff could be given appropriate information on how it should be maintained.

2. Having reviewed the relevant standards and guidance (along with the action taken around recommendation 2b), Network Rail have amended the standard around the inspection and maintenance of permanent way (NR/L2/TRK/001); enhanced the standard concerned with the management of cyclic top (NR/GN/TRK/7001/TWI3T028); and issued a new Track Worker Instruction (TWI) on how to manage cyclic top and assess the effectiveness of repairs (LOI 350). This information is supplemented by the existing more specific guidance for steel sleepers (TIW 2P035).

3. 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

4. ORR wrote to RAIB on 7 October 2015 with information Network Rail had provided on 19 February and 12 June 2015.

5. Network Rail reviewed the documentation covering the considerations necessary before installation of steel sleeper track. The purpose of the review was to assess the appropriateness of the relevant standards and guidance regarding design and specification of new and relayed track, the materials that can be used and how

steel sleepers should be maintained. This was to ensure that steel sleeper track is only specified where ballast and formation conditions are appropriate.

6. Four specific issues were given consideration:
 - (a) Design and construction of track requirements
 - (b) Maintenance actions in response to track geometry performance and identified faults
 - (c) Work instructions pertaining to determining if steel sleepers are an appropriate solution
 - (d) Work instructions providing guidance on the maintenance of steel sleepers and measure shovel packing.

7. ORR emphasised to Network Rail how important the format of available guidance is in ensuring maximum uptake by the target audience, a point discussed with them during progress meetings on this recommendation. ORR asked Network Rail to consider this aspect in their review and requested confirmation of the final formats of the guidance on cyclic top repairs.

Update

8. Having reviewed the Network Rail closure statement submitted on 20 July 2015, ORR requested confirmation of the final formats of the guidance on cyclic top repairs and the timescale(s) for provision of the guidance.

9. Network Rail wrote to ORR on 11 November 2015 with the following additional information:

The final format of the guidance on cyclic top repairs will be in the form of

- i. The amended standard NR/L2/TRK/001 Mod 11 Issue 8 (Live)*
- ii. An enhancement to NR/GN/TRK/7001/TWI3T028, How to manage cyclic top (Planned publication 30th Nov 2015)*
- iii. A new TWI that will stipulate additional particular requirements for managing cyclic top in steel sleepers (Planned publication 30th Nov 2015)*
- iv. A CGI Video that will show how to manage cyclic top in both steel & non steel sleeper track (current estimate of publication 31st March 2016)*

10. Network Rail provided a copy of the new TWI (3T028) and confirmed that it was being briefed to relevant staff at the quarterly track standards meeting on 3rd December 2015. The initial idea of producing two new TWIs had been changed with all new information being incorporated in TWI 3T028. However, the existing TWI 2P035 (how to maintain steel sleeper track) remains.