

Ref:	NR/L3/TRK/3405
Issue:	2
Date:	26 August 2008
Compliance date:	26 August 2008

Level 3

Recording of derailment site information

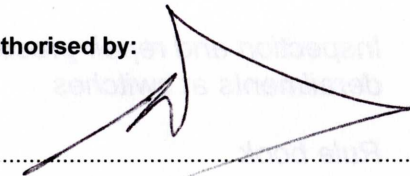
Endorsement and Authorisation

Endorsed by:



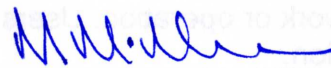
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Authorised by:



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Accepted for issue by:



M McManus, National Standards Manager

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Issue record

Issue	Date	Comments
1	October 2007	First formal issue includes updated switch-related derailment details. Application to track renewals sites and in-possession derailments
2	June 2008	Updated to reflect Phase 2A reorganisation

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 26 August 2008.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 4 to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Stage 4 was reached and not to comply with requirements contained herein, unless the designated Standard Owner has stipulated otherwise in the accompanying Briefing Note.

Reference documentation

NR/SP/TRK/001	<i>Inspection of and maintenance of permanent way</i>
NR/SP/TRK/053	<i>Inspection and repair procedures to reduce the risk of derailments at switches</i>
GE/RT8000	<i>Rule book</i>

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1. Purpose

This standard contains the Derailment Site Record Book (DSRB) and requirements for its use. Completion of a DSRB will enable a complete picture of the circumstances surrounding a derailment to be captured in a timely and consistent manner.

The DSRB will act as a prompt for issues to be researched and investigated on site immediately after the derailment and during the course of the recovery operation.

2. Scope

This Network Rail standard is applicable to any Track Engineer appointed to the derailment investigation and recovery operation. It specifies requirements for the use of the Derailment Site Record Book (DSRB). The DSRB is provided as an appendix.

This Network Rail standard is applicable at the site of the derailment of any rolling stock involving passenger, empty coaching stock (ECS), freight vehicles or On-Track Plant on the operational railway. It is applicable to all track sites, including possessions.

It is not applicable to derailments where the derailed train remains entirely within infrastructure operated, leased or maintained by third parties, e.g. Train Operating Companies (TOCs) or Freight Operating Companies (FOCs).

3. Roles and responsibilities

Appointed Track Engineer

Track Engineer designated by the TME, potentially after consultation with the Principal Maintenance Support Engineer (Track), to manage the technical track engineering input to the derailment investigation and recovery operation

Railway Incident Officer

RIO

Defined in the *Rule book* (GI/RT8000).

Site Production Manager

Network Rail (I+I, Track Renewals) manager responsible for on-site delivery of track renewals works

Derailment Site Record Book

DSRB

Track Maintenance Engineer

TME

Principal Maintenance Support Engineer (Track)

PMSE (T)

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4. Procedure

Anyone dealing with a derailment should be familiar with the legal constraints which arise from the Railways Accident Investigation Board (RAIB) Regulations. In summary, it is a criminal offence to

- enter the site of a derailment (assuming it's within Schedule 1) without RAIB permission
- interfere with any evidence without RAIB permission

and that RAIB can seize any documentation they consider necessary under their powers. As a technical document and a summary of the site conditions, interest in Derailment Site Records Books may be expected.

Accordingly any request for co-operation should be accommodated.

4.1 Running line derailments

The PMSE (T) shall consult the TME and define a competent member of the track maintenance team to be the "Appointed Track Engineer" for the derailment.

The Appointed Track Engineer shall attend the site and work in conjunction with the RIO.

The Appointed Track Engineer shall provide technical assistance to the investigation and recovery teams whilst gathering the necessary information to complete the DSRB.

In the event that evidence might be destroyed by the recovery operation, the Appointed Track Engineer shall inform the RIO of the circumstances and establish a revised method of working.

The Appointed Track Engineer shall complete all aspects of the DSRB at the earliest possible time using contemporary evidence, records and measurements. Where information is not immediately available, it shall be included in the DSRB at the first opportunity.

In the event that a change of Appointed Track Engineer is required (e.g. due to shift length), the DSRB shall be transferred so that it remains on site for the duration of the investigation and recovery.

The DSRB shall be available for inspection and review by senior track engineers who visit the site during the investigation and recovery. The DSRB shall not be made available to anyone else without the express instruction of the PMSE (T) but recognising the powers of the RAIB described above.

The appointed engineer shall formally transfer ownership and control of the DSRB to the ATE when the recovery works have been completed and the line has been re-opened to traffic.

4.2 Derailments in possessions

Where the derailment occurs within an Engineer's possession involving renewals works and an Engineering train, the DSRB shall be completed by the senior technical person on

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site. It shall be reviewed with the Site Production Manager prior to transmission to the PMSE (T).

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Derailment Site Record Book

Site Location:

ELR, Track ID and Mileage

Date of Incident:

Incident No:

In possession: Yes / No

Prepared by:

For use by Network Rail Track Engineers attending derailment incidents.

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When completed forward

1 copy to the Infrastructure Maintenance Engineer

1 copy to the Principal Maintenance Support Engineer (Track)

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Purpose

The purpose of this booklet is to provide guidance to staff on what information to capture following a derailment. This will help to establish the cause of the incident, and give Network Rail information for subsequent Inquiries.

The booklet will be used on site as a checklist and record.

Health Warning

There are several questions within this report that are duplicated. However, please enter the requested information and give as much detail as possible.

It is also important to realise that not every question will be applicable.

Types of Evidence

There are three types of evidence that appear at derailment sites:

Intact Evidence, this evidence will not change as time passes. e.g. Track gradient, curvature, maintenance and renewal records.

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Affected Evidence, evidence that is affected by the process of derailment. e.g. damaged wheels or infrastructure.

Perishable Evidence, evidence that can be destroyed during the site clearance. e.g. Rail temperature changes, witnesses forget, effects of drink or drugs will disappear, appearance of cracks will change, derailling marks disappear due to traffic, components may be moved or replaced, track may be tamped or lined and gauge correction or tightening may take place.

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Equipment possibly required on site.

Tapes	Line	Rule
Field book	This book	Callipers
Camera with flash	Level and staff	Sidewear
gauge		
Torch	Track Gauge & Cross level	Void Meters
High powered lamp	Ultrasonic depth gauge	Chalk /
marker pen	Dynamic Track Gauges	Contact/on call nos

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1 Survey Details

1. Name:
2. Date:
3. Time arrived on site:
4. Time of incident:
5. Site Location:
6. Your telephone number:
7. Your work address:
8. Weather Conditions:
9. ELR: (Mileage detailed on next page)
10. Line on which derailment occurred: TID
Fast / Slow / Main / Relief / Goods / Siding / Other
Down / Up / Other
11. Nearest OHL Mast N^o:
12. Fault Number