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13 June 2016



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

Dear Andrew,

**RAIB Report: Buffer stop collision at Chester station**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 1 addressed to ORR in the above report, published on 24 November 2014.

Annex A to this letter provides details of the action taken. The status of recommendation 1 is '**Implementation ongoing**'. ORR will advise RAIB when the actions to address this recommendation have been completed.

We will publish this response on the ORR website on 16 June 2016.

Yours sincerely,

**Andrew Eyles**

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<sup>1</sup> 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 reduce the risk associated with low adhesion by extending the fitment of automatic sanders.*

Operators of class 220 and 221 units should fit sanders to their trains which comply with Group Standard GM/RT2461 and automatically deposit sand on the rail when wheelslide is detected during heavy braking (equivalent to brake step 2 on step braked trains). The mode of operation of this new equipment should take account of recommendation 1 of RAIB report 25 (Part 3)/2006.

## **ORR decision**

1. ORR notes that Cross Country trains has now produced a detailed timeline for the fitment of sanders to its fleet by February 2017.
2. After reviewing information received ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Cross Country Trains has:
  - taken the recommendation into consideration; and
  - is taking action to implement it by the end of February 2017.


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

## **Previously reported to RAIB**

3. On 16 February 2016 ORR reported to RAIB that Cross Country Trains had contracted Bombardier on 8 February 2016 to fit Auto-Sanders to all 57 affected units.
4. ORR reported on 22 October 2015 that Virgin Trains had implemented this recommendation.

## **Update**

5. ORR has recently been provided with Issue 3 of Cross Country Trains' Voyager Auto-Sanders Project Update (see Annex B) which confirms the intention to complete fitment to all 57 units by the end of February 2017.



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Issue 3 - 13 May 2016

# Voyager

## Auto-Sanders Project Update

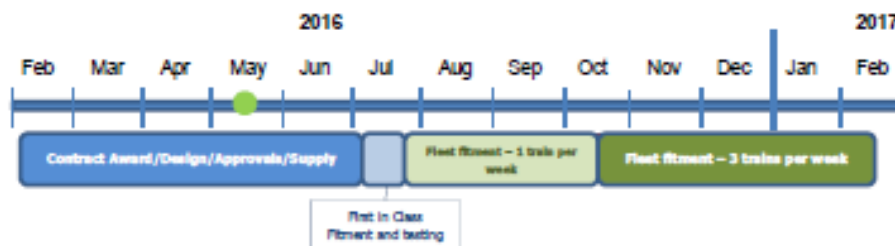
Number of Trains Fitted

# 0/57

Project Status



### Project Plan



### Milestones achieved in last 4 weeks

- Demonstration Prototype created (see Picture)
- Fitted the demonstration prototype to train (on Depot only)
- Agreed delivery dates of all technical information from AB Hoses to allow for approval process.
- Weekly meeting ongoing taking place at either Central Rivers or AB Hoses (sander supplier) workshop in Chesterfield.



Prototype underframe system

### Key Milestones planned in next 4 weeks

- Prototype fit to train (on Depot) to allow for structural assessment to begin
- Mechanical design to finalise
- Electrical design to finalise
- Joint Design reviews to be set (including XC, Bombardier, AB Hoses, Voyager Leasing)

### Key Current Risks/Missed Milestones

Plan for approvals and specialist engineering endorsement is currently planned to take longer than the indicative plan which could push back the first fitment to End of August 2016 – **Bombardier working to streamline process to pull back the timescales**

For any questions/queries, please contact:  
stacy.thundercliffe@crosscountrytrains.co.uk

Voyager Auto-sander Update