

Chris O'Doherty
RAIB Relationship and Recommendation Handling
Manager

Telephone: 020 7282 3752

E-mail: chris.o'doherty@orr.gsi.gov.uk

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Ms Carolyn Griffiths
Chief Inspector of Rail Accidents
Cullen House
Berkshire Copse Rd
Aldershot
Hampshire GU11 2HP

Dear Carolyn,

Collision of a road-rail vehicle with a buffer stop at Bradford Interchange station, 25 March 2012

Recommendation 3

On 29 January 2014, I wrote to you stating that the status of recommendation 3 was 'Implementation on-going' and that ORR would confirm when all actions were complete.

I now write to you to advise that the status of this recommendation is now '**Implemented**'.

On 1 September 2014, Network Rail informed ORR that:

On the 14th September 2014, Network Rail will have upgraded 163 type 9B high ride vehicles with the new direct rail wheel braking system. Vehicle types upgraded include lorry-based jetting units, tractor-based vegetation clearance units, swivel skip dumpers and mobile elevated working platforms.

All first of type testing has been completed in accordance with the Network Rail Specification NR/TS/DWB/R002 Issue 1 [Specification for Braking Systems fitted in Phase 2 of the Direct Rail Wheel Braking Programme], which goes beyond the braking requirements of current industry standard RIS-1530-PLT Issue 4. [Rail Industry Standard for Engineering Acceptance of On-Track Plant and Associated Equipment] 16 first of type tests have been completed to date, with one test to be completed on 4th September 2014. These testing requirements included:

- *Brake testing on a 1:25 gradient;*
- *On/off tracking on both level track and on a 1:25 gradient;*
- *Brake testing under simulated low adhesion conditions;*
- *Brake endurance (maximum temperature) testing*
- *Brake testing with and without maximum loads and l or trailer combinations as per the test vehicle's capabilities.*

Acceptance criteria were placed on machines under consideration for receiving the Network-funded upgrade to ensure the best value for money. These included;

- *Vehicle must be operational;*
- *Vehicle must have been built on or after 01/01/1999;*
- *Vehicle must have an in-date Engineering*
- *Acceptance Certificate (EAC)[Engineering Acceptance Certificate] on 01/October 2014;*
- *Vehicle must not have already undergone direct rail wheel braking modifications.*

Vehicles with EACs that were approaching expiry were considered out of scope as they would require direct rail wheel braking upgrade as part of their RIS-1530-PLT recertification.

On the 14th September 2014, Network Rail will formally prohibit all type 9B 'high ride' road rail vehicles without direct rail wheel braking systems fitted. As the upgrade of all operation vehicles will be completed by this date, the operational impact on the industry is considered to be low. Network Rail considers that prohibition of remaining type 9B vehicles will effectively manage the risk of runaway to an acceptable level.

All operational vehicles that were identified as being in scope for Network Rail funded direct rail wheel braking fitment will be completed ahead of the 14th September prohibition date.

On 5 September 2014, Network Rail issued a letter, to all of its registered Plant Operating Scheme (POS) holders, Principal Contractors, Original Equipment Manufacturers (OEMs), converters, On-Track Plant (OTP) owners, the Vehicle Acceptance Bodies (VABs), internal Network Rail stakeholders, stating:

Prohibition of non-Direct Rail Wheel Braked RRVs on Network Rail Managed Infrastructure

You will be aware that in June 2013 Network Rail prohibited the use of Type 9B 'High Ride' Road-Rail Vehicle (RRV) excavators that were not fitted with direct rail wheel brakes, on Network Rail Managed Infrastructure.

Following a review of the risks involved in using other types of 9B RRVs on Network Rail Managed Infrastructure, Network Rail is now extending this prohibition.

Therefore from the 14th September 2014 all Type 9B 'High Ride' RRVs used on Network Rail Managed Infrastructure must be fitted with a direct rail wheel braking system to be compliant with the definition of 9B as per RIS-1530-PLT Issue 5.

We do not propose to take any further action in respect of this recommendation unless we become aware that the information provided becomes inaccurate, in which case I will write to you again¹.

Yours Sincerely,

Chris O'Doherty

¹ In accordance with Regulation 12(2)(c)