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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: Buffer stop collision at Chester station**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 3 addressed to ORR in the above report, published on 24 November 2014.

The Annex to this letter provides details of the action taken. The status of recommendation 3 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 20 April 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 3

*The intent of this recommendation is that manufacturers of new trains for the UK railway system are made aware of the need for sanders to operate during braking in step 2 (or the equivalent brake handle position for units not fitted with stepped brakes) and above.*

RSSB should propose and promote an amendment to Railway Group Standard GM/RT2461 to extend the requirement that sanders operate automatically when wheel slip is detected in full service and emergency braking, to braking at lower settings (e.g. step 2 on units with stepped brake controllers).

### ORR decision

1. ORR considers that the approach that RSSB is taking to implement the recommendation is appropriate.
2. After reviewing information received ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, RSSB has:
  - taken the recommendation into consideration; and
  - is taking action to implement it by 3 September 2016.

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

### Previously reported to RAIB

3. On 22 October 2015 ORR reported to RAIB that RSSB was planning to undertake a project to review and amend RGS GM/RT2461m which would include consideration of the requirements of this recommendation.

### Update

4. On 11 February 2016 RSSB provided the following update:

*Mindful of the restrictions imposed by the Railway Group Standards Code, RSSB has re-drafted Section 1.2.1 of GM/RT2461 such that it now refers to GM/RT2045, in which stopping distance are mandated; it then refers to Appendix A (of GM/RT2461), in which criteria are presented for sanders that allow 'the required stopping distance in low adhesion' to be achieved.*

*Specifically, GM/RT2461 Appendix A, clause A.1.3c gives one of the parameters of that sanding system thus:*

*'Sand is discharged during service brake step 2 (or equivalent) or higher and emergency brake application when the presence of low adhesion is detected'.*

*The proposed change to GM/RT2461 was presented to the Rolling Stock Standards Committee at its 15 January 2016 meeting and approved for industry consultation. It was noted that the ORR representative was satisfied with the way the proposed change addressed the recommendation.*

5. On 16 February 2016 RSSB confirmed that the deadline for providing comments to the industry consultation was 11 March 2016. On 11 April 2016 RSSB confirmed that the intended publication date for the revised standard is 3 September 2016.