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14 October 2020

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

Dear Andrew,

**RAIB Report: Trailer runaway near Hope, Derbyshire on 28 May 2017**

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 19 February 2018.

The annex to this letter provides details of actions taken in response to the recommendation and the status decided by ORR. The status of recommendation 1 is **'Implemented'**.

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

We will publish this response on the ORR website on 15 October 2020.

Yours sincerely,



Oliver Stewart

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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 prevent ad hoc measures being taken when it is necessary to recover rail mounted trolleys and trailers.*

Network Rail should provide clear instructions and training to users of rail mounted trolleys and trailers on its infrastructure, on the procedures to be followed in the event of failures, such as of braking systems, that require them to be recovered

### ORR decision

1. Network Rail have updated the training material for trailer attachment with the aim of preventing ad-hoc measures being taken, such as occurred in this incident. The material covers the correct and incorrect fitment of a lynch pin for the coupling of personnel carriers and additional detail about applying emergency braking.
2. 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

3. On 8 February 2019 ORR reported the following:

*Network Rail have reviewed their existing training material, together with the material provided by the equipment manufacturer and are developing a revised document. We have asked Network Rail to provide us with a copy of the revised training material to ascertain if it meets the requirements of the recommendation. We also want to see evidence that they have taken learning point 2 into consideration. Timescales for the completion of the training material and briefing to staff are still to be confirmed.*

### Update

4. On Thursday 10 September 2020 Network Rail provided the following closure statement:

*The training material for OTP Op Att 27 (Operate Trailer Attachment) has been amended to capture the intension of RAIB Rec A1; the amended training material was published on 31<sup>st</sup> Jul 20 (confirmed by NRT on 3<sup>rd</sup> Aug 20). This training material is in support of OTP Operators Bulletin, document number: MAN-M-O-111\_11, issue: 1, Dated 18<sup>th</sup> Apr 2018. This document covered the correct and incorrect fitment of a lynch pin for the coupling of personnel carriers and additional detail about applying emergency braking (specific to Operators Manual MAN-M-O-111\_11, Personnel*

Carrier). The training material has been updated with the following information (images shown below):

- Coupling / Uncoupling responsibilities
- Examples of correct / incorrectly fitted coupling pins
- Trailer uncoupling procedure

Insert in facilitator's notes

### Trailer Coupling/Uncoupling



- The machine operator is responsible for the coupling/uncoupling procedure and
- The MC must be present and verify the procedure has been carried out correctly.
- This may include the Machine/Crane Controller assisting the Operator during the coupling/uncoupling procedure under the instructions of the Operator.

Insert in facilitator's notes

### Trailer Uncoupling



The park brake should be tested when uncoupling to ensure that it is not affected by the uncoupling process.

- Ensure that the trailer is in the correct location.
- With the tow bar still connected, disconnect the hydraulic/pneumatic hoses. The park brake should engage.
- Attempt to pull the trailer with the host machine. The trailer's wheels should not turn.
- If the pull test is successful, verifying that the parking brake is effective, the tow bar can be disconnected.

Operate Trailer (Attachment 27) V2.1

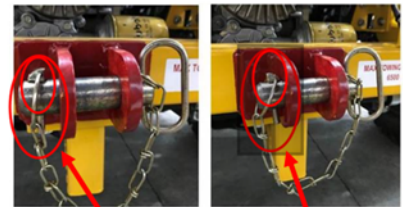
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Insert in facilitator's notes

### Trailer Coupling/Uncoupling



An example of the correct methodology of fitting towing pins which employ a spring-loaded retaining pin



Tow bar pin position  
when coupled  
**correctly**

Tow bar pin position  
when coupled  
**incorrectly**

Operate Trailer (Attachment 27) V2.1

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## Previously reported to RAIB

### Recommendation 1

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Network Rail should provide clear instructions and training to users of rail mounted trolleys and trailers on its infrastructure, on the procedures to be followed in the event of failures, such as of braking systems, that require them to be recovered

### ORR decision

1. Network Rail have reviewed their existing training material, together with the material provided by the equipment manufacturer and are developing a revised document. We have asked Network Rail to provide us with a copy of the revised training material to ascertain if it meets the requirements of the recommendation. We also want to see evidence that they have taken learning point 2 into consideration. Timescales for the completion of the training material and briefing to staff are still to be confirmed.
2. 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
  - is taking action to implement it, but ORR has yet to be provided with a timebound plan.

**Status: Progressing. ORR will advise RAIB when further information is available regarding actions being taken to address this recommendation.**

### Information in support of ORR decision

3. On 6 November 2018 Network Rail provided the following initial response:

*1/ Review training material for rail mounted trolleys and trailers on the procedures to be followed in the event of a failure.*

*A review has been conducted and the Original Equipment Manual (OEM) contains instructions for removing the trailers. The content of the training material has been reviewed and information has been requested from NR Training,*

*Completed 1/10/18*

*2/ NR training to update documentation to reference the OEM Manual for rail mounted trolleys and trailers training documentation attachment 27 Trailer.*

*The OEM manual will include clarification that there is a correct and an incorrect way of securing the linch pin, showing photographs of both conditions. The maintenance regime should also be amended to include an inspection of the linch pin condition.*

*NRT to cover brake system operation. To ensure the brake system is not mechanically disconnected.*

*3/ Network Rail training will provide details of how many employees currently hold the relevant competency and how NR will ensure compliance with the new standard.*

***Timescales***

*In discussion with NRT. A draft document will be produced by 31/10/18. The intent of the document will be reviewed early November 2018. Timescales for completion to be confirmed.*