

**Oliver Stewart**  
**RAIB Recommendation Handling Manager**  
T: 020 7282 3864  
M: 07710069402  
E-mail [oliver.stewart@orr.gov.uk](mailto:oliver.stewart@orr.gov.uk)

10 February 2021

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

Dear Andrew,

**RAIB Report: Runaway hand trolley at Ramsbottom, East Lancashire Railway on 15 March 2018**

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 12 November 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 11 February 2021.

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 ensure that trolleys without fail-safe braking are only used on heritage railways when the risks of doing so have been fully considered and it has been demonstrated safe to do so.*

HRA should issue clear guidance to its members that the use of trolleys without fail-safe braking should be prohibited on running lines and restricted to yard or workshop work on level track; unless the use of such trolleys is supported by a robust risk assessment and suitable operating procedures.

### ORR decision

1. The HRA has issued updated guidance to its members stating that rail mounted hand trolleys used outside a yard must have fail-safe brakes capable of being operated on either side and with sufficient force to stop the trolley when loaded to capacity.
2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, HRA has:
  - taken the recommendation into consideration; and
  - taken action to implement it.

**Status: Implemented.**

### Previously reported to RAIB

3. On 11 November 2019 ORR reported the following:

In response to the recommendation the HRA updated their guidance on the use of hand trolleys. The current version of the guidance (see para 7 below) does not explicitly refer to failsafe brakes; we have asked HRA to clarify the reason for this. Consequently the HRA has stated that it will publish new guidance, but have not given a timescale as they want ORR to agree the content of the guidance first.

### Update

4. The HRA have provided the following update in September 2020:

*Our intention, as always, is to ensure that we make the appropriate changes to our GN's in a timely manner.*

*I suggest that we amend section 6 of our GN, HGR-A0062-Is04 - Safe Use of On Track Plant (see link below), in two places:*

*Add a new item, 6 A 2 "Must be fitted with a working fail-safe braking system.", and then re-number existing items 6 A 2, 3 and 4: to 6 A 3, 4 and 5.*

*Amend 6 G 2 to read:-*

*"Hand trolleys required for work beyond a yard must be fitted with a fail-safe brake capable of being operated on either side and stopping the trolley when loaded to capacity."*

*Please confirm that you, and your RAIB recommendation handling group, are content that this would meet the requirements before we enact the change and publish as GN, HGR-A0062-Is05 - Safe Use of On*

5. On 19 November 2020 ORR confirmed that we were content with this change. The updated guidance has now been published<sup>2</sup>.

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<sup>2</sup> HRA guidance note HGR-A0062 issue 5: Safe Use of On-Track Plant:  
<https://onedrive.live.com/?authkey=%21ADKAW8dMEkimO8I&cid=CCC5EFD7FA87BC7D&id=CCC5EFD7FA87BC7D%2174250&parId=CCC5EFD7FA87BC7D%2173586&o=OneUp>

## Previously reported to RAIB

### Recommendation 1

*The intent of this recommendation is to ensure that trolleys without fail-safe braking are only used on heritage railways when the risks of doing so have been fully considered and it has been demonstrated safe to do so.*

HRA should issue clear guidance to its members that the use of trolleys without fail-safe braking should be prohibited on running lines and restricted to yard or workshop work on level track; unless the use of such trolleys is supported by a robust risk assessment and suitable operating procedures.

### ORR decision

1. In response to the recommendation the HRA updated their guidance on the use of hand trolleys. The current version of the guidance (see para 7 below) does not explicitly refer to failsafe brakes; we have asked HRA to clarify the reason for this. Consequently the HRA has stated that it will publish new guidance, but have not given a timescale as they want ORR to agree the content of the guidance first.

2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, the Heritage Railway Association has:

- taken the recommendation into consideration; and
- is taking action to implement it

**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 9 December 2018 the Heritage Railway Association provided the following initial response:

*We believe that we have fully complied with both the letter and spirit of the recommendations.*

*We updated our relevant Guidance Note on 19 November 2018 to cover these issues and attach the latest version for your reference, which is freely available from our website, as:*

*HGR-A0062-Is04 - Safe Use of On Track Plant .pdf*

*This contains a direct reference to the RAIB report, and in section 6 G, specifically covers the requirements of Recommendation 1 of that report.*

*We covered the general points and signposted the revised GN to all Operating Members as the last item of our 'Operating & Safety Matters' newsletter issue 21*

*sent out on 19 November 2018; a copy of which is also freely available from our website and attached as: O&S-Matters 21.pdf*

4. The current version of HRA hand trolley guidance states:

***Hand trolleys (unpowered, unbraked and not securely linked to a braked vehicle).***

- 1. Unbraked hand trolleys should be confined to yard or workshop work on level track, they must not be permitted on the running line. Yards where any unbraked trolleys (or other unbraked vehicles) are used should be provided with appropriate provisions to prevent runaway vehicles from fouling running lines.*
- 2. Hand trolleys required for work beyond a yard must be fitted with a brake capable of being operated on either side and stopping the trolley when loaded to capacity.*
- 3. All trolleys should carry suitable scotches attached to the trolley.*
- 4. Trolleys are not exempt from the requirements of PUWER and should have an ID and their load capacity marked conspicuously*