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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

1. I am writing to provide an update¹ on the action taken in respect of recommendation 1 addressed to ORR in the above report, published on 24 November 2014.

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.

2. On 22 October 2015 we reported to RAIB that the element of the recommendation addressed to Virgin Trains had been 'Implemented'.

3. In respect of the Cross Country Trains element, we reported to RAIB on 22 October 2015 that progress was being made in obtaining a design and price for the modification of Cross Country Class 220 sets from Bombardier to fit automatic sanding systems and that confirmation was being sought that the design already provided to Virgin Trains for Class 221 sets could be used for its modification. On 11 February 2016 Cross Country Trains provided the following update:

¹ In accordance with Regulation 12(2)(b) of the Railways (Accident Investigation and Reporting) Regulations 2005

Cross Country Trains received the go-ahead from the Department for Transport (DfT) on 5 February 2016 and sent Bombardier the contract to fit Autosanders on 8 February 2016.

As there is a lead time for the design of the installation and lead time for the material before Cross Country Trains can start physical fitment. It is working on the plan with Bombardier and their supplier to fit the equipment in the shortest time period whilst still making units available for timetable service. Broadly it will have part of the fleet fitted for this Autumn though the programme will run well into next year for all 57 units.

4. In the light of this information ORR considers that Cross Country Trains is taking action to implement recommendation 1, but it has yet to provide a formal timebound plan for the completion of the fitment programme. The status of this element and therefore the recommendation as a whole is '**Progressing**', and ORR will advise RAIB when further information is available regarding actions being taken to fully address this recommendation.

5. We will publish this response on the ORR website on 19 February 2016.

Yours sincerely,

Andrew Eyles