

Safety Advice



everyone
home safe
every day

Tampering of braking systems on manually propelled trolley and grinding equipment

Issued to: All Network Rail line managers, safety professionals and accredited contractors

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Location: National

Contact: [John Watt – Principal Engineer \[Plant\]](#)



Overview

There has been several instances over the last two years where braking systems fitted to Manually Propelled Trolley (MPT) and Grinding Equipment have been tampered with thus making the braking systems ineffective. This activity increases the risk of runaway, possible injury to staff if struck by MPT and damage to equipment.

Operators of these equipment types are reminded that interfering with safety system such as brakes can lead to you or your colleagues being injured or killed; this is a breach of Network Rails Life Saving rules.

These practices also contravene NR/L2/RMVP/0200 P514 paragraph 3.3.2 “Do not adjust or interfere with the braking mechanism of a trolley” The practice of interfering with such systems should cease with immediate effect. If these systems are identified as faulty, then the equipment should be immediately removed and quarantined.

There will be increased surveillance activities around the use of these equipment types.

Discussion points

- Are competent staff operating the equipment as per their training and discharging their duties accordingly?
- Is the work planned correctly considering the distances and staff numbers that are required to push the equipment?
- When were staff last reminded of their responsibilities regarding interfering with designated safety systems such as brakes?
- What methods are in place to manage fatigue when operating MPT equipment?
- If there is an apparent issue with the safety system, how should it be resolved, is interfering with the system the right course of action?
- If the brake system fitted to the equipment is deemed faulty then it shall be labelled, quarantined, and not be issued for use before such time as new parts are fitted.
- Are the correct number of staff identified to allow the equipment to be operated safely.
- Ask yourself “how would I feel” if I or my colleagues were struck by runaway MPT where the brakes had been tampered with by you or someone else.
- Are L1 assurance activities being undertaken to check plant?