Runaway of Permaquip 'B' type personnel trailer

Issued to: **All Network Rail line managers, safety professionals and RISQS registered contractors**

Ref: NRB 17/11

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Location: Hope, Derbyshire

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Overview

During a Network Rail LNW North possession on the evening of Saturday 28 May an incident occurred involving a Permaquip Gator Road Rail Vehicle (RRV) and a 'B' type personnel trailer.

The driver had driven alone for 10 miles with the Gator and trailer from Grindleford to Cowburn tunnel. When at Cowburn tunnel he reported to the assistant section manager that the trailer brakes where sticking on and the machine was sluggish.

Subsequently, the section manager who was also the ES made a decision to send the machine and trailer to Bamford to facilitate off tracking the vehicle and trailer within the possession time. A strap was applied that disabled the trailer brakes.

During that seven mile journey, with the Gator propelling the trailer, the trailer became detached and ran away for some 1 ¼ miles within the possession before coming to a stop on a set of points. Other staff had been working at those points earlier in the shift.

Discussion Points

While we are investigating the incident please discuss the following with your team.

- How should the brakes on RRVs and trailers be tested during on-tracking and before uncoupling from an RRV?
- What action should you take if the brakes do not operate as expected?
- What should happen with the coupling pins and locking pins before a RRV and trailer are moved?

- When you take over the operation and control of an RRV and trailer how do you ensure the brakes are working correctly?
- If you became aware of any defective equipment being used in your work area, what would you do?

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