

## Letter of Instruction: NR/BS/LI/285 Issue 2

Issue date: 11<sup>th</sup> June 2013

Compliance date: 30<sup>th</sup> June 2013 (see section 2, scope, for details)

Expiry date: On compliance date of NR/PLANT/0200/module P501 Issue 2

Contact details: Jim Allenden, Professional Head of Plant & T&RS, Milton Keynes, Tel 07515 625999

**Standard affected: NR/PLANT/0200/module P501 (Issue 1), *Systems of Work***

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### 1 Reason for issue

Following a review of the risks involved in using Type 9b 'High-Ride' RRV Excavators on Network Rail managed Infrastructure; Network Rail mandated a new process for the planning for use of this type of RRV via NR/BS/LI/235 Issue 1, NR/BS/LI/235 Issue 2 and NR/BS/LI/283 Issue 1.

This LOI reflects the increased availability to the industry of Type 9b RRV Excavators which have been upgraded to include direct acting rail wheel brakes.



Picture 1 – Example of upgraded Type 9b RRV with Rail Wheel Brake system shown



Picture 2 – Example of Type 9b RRV with knurled drive hub extensions

**Type 9b ‘High-Ride’ RRV Excavators must be fitted with a rail wheel braking system (Picture 1), or have drive hub extensions (Picture 2), to be used on Network Rail managed infrastructure.**

**Additionally, when a rail trailer is required on works planned for gradients equal to or greater than 1 in 75 then it is mandated that a trailer with service brakes, capable of being activated by the towing RRV, is to be used.**

Section 4 ‘Working on gradient and cant’ of NR/PLANT/0200/module P501, “*Systems of Work*” will be amended to include these requirements

## 2 Scope

This Letter of Instruction applies to all Network Rail employees and Contractors’ employees when planning and managing the use of Road Rail Vehicles (RRVs) on Network Rail managed infrastructure.

## 3 Changes

Type 9b ‘High-Ride’ RRV Excavators must be fitted with a rail wheel braking system (Picture 1), or have drive hub extensions (Picture 2), to be used on Network Rail managed infrastructure. Use service braked trailers only, on works where the gradient is equal to or greater than 1 in 75

## 4 Recipients

Name	Post
Jim Allenden	Professional Head, Plant & Traction & Rolling Stock
Alan Brookes	Head of Infrastructure Maintenance Safety & Compliance
Roan Willmore	Director S&SD, Infrastructure Projects
Malcolm Thomson	Head of HSEA, Track
Caroline Meek	Head of HSEA, National Delivery Service
Guy Wilmshurst-Smith	Head of Competence & Training
Paul Conway	Principal Engineer (Plant & T+RS) and Plant CRG Chair
Mick O’Brien	Construction Safety Specialist, Infrastructure Projects
DL-Maintenance IMDM	
DL-Maintenance IME	
DL-Maintenance RIMD	
DL-Maintenance HSE	
DL-Maintenance AD RIMD	
rpa@cpa.uk.net	Rail Plant Association

## 5 Details of briefing or cascade communication process

No Briefings are planned to accompany this LOI. In addition to the distribution in section 4 the LOI will be cascaded to all Principal Contractors and Plant Operating Licence (POL) holders by the Professional Head of Plant & T+RS.

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### Authorisation of Standard Owner

Authorised by



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Jim Allenden, Professional Head Plant & Traction & Rolling Stock

### Authorisation of appropriate Delivery Function authority

Authorised by



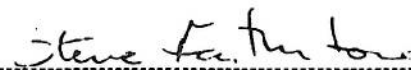
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Alan Brookes; Head of Infrastructure Maintenance Safety & Compliance

Authorised by



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Roan Willmore, Director S&SD, Infrastructure Projects

Authorised by



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Steve Featherstone; Programme Director, Track

