

Letter of Instruction: NR/BS/LI/285

Issue date: 5th February 2013

Compliance date: 22nd February 2013

Expiry date: On compliance date of NR/PLANT/0200/module P501 – 1st June 2013

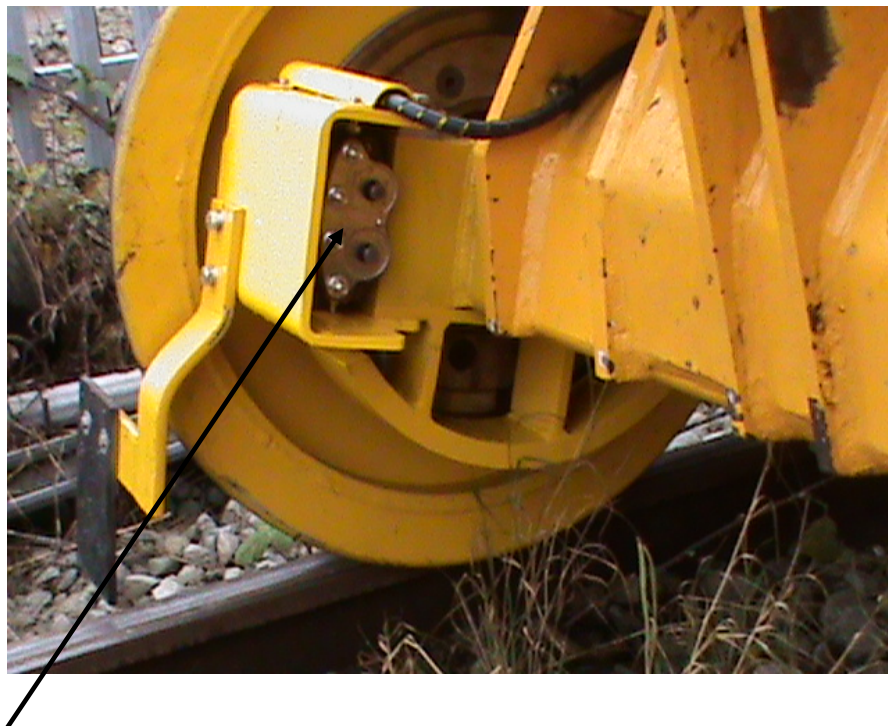
Contact details: Jim Allenden, Professional Head of Plant & T&RS, Milton Keynes, Tel 07515 625999

Standard affected: NR/L2/RMVP/0200/P006 (Issue 2), *Safe Use of Plant for Infrastructure Work*

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 and NR/BS/LI/235 Issue 2.

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



Picture 1 – Example of upgraded Type 9b RRV with Brake Caliper, Brake disc and wheel guards shown



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



Picture 3 - Example of Standard 'High-Ride' type system

For all works, machines must be planned for use with the following hierarchy;

- 1. Type 9a, Self powered rail wheels (Hydrostatic or Direct Drive) or Type 9b, 'High-Ride' systems upgraded with direct acting rail wheel brakes as shown in picture 1 above.**
- 2. Type 9c, 'Low-Ride' or Type 9b 'High Ride' with knurled drive hub extensions (as shown in picture 2 above).**
- 3. Type 9b, 'High-Ride' standard systems as shown in picture 3 above.**

You must be able to demonstrate that it has not been possible to use a machine falling into categories 1 or 2 above before using a machine which falls into category 3.

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.

A list of Type 9b machines that are exceptions to this hierarchy may be found on safety central; <http://www.safety.networkrail.co.uk/>, however, these machines are NOT to be used on gradients equal to or greater than 1 in 75 under any circumstances. This list will be updated periodically and Network Rail will be reviewing the planning data and any plant hirers / business areas that have used a standard Type 9b machine on any gradient will be required to justify that use.

Section 4 'Working on gradient and cant' of NR/PLANT/0200/module P501 has been written to include these requirements and will supersede Section 5 of NR/L2/RMVP/0200/P006 'Preparing a safe system of work for use of plant

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 (RRV's) on Network Rail managed infrastructure.

Briefings will be carried out in Maintenance delivery units in advance of the compliance date. The briefings will be conducted by the Rail Plant Support Engineers. Track Renewals and Infrastructure Project colleagues will be welcome to attend at a suitable Maintenance Delivery Unit.

3 Changes

Hierarchy of planning types of Road Rail Vehicles for all worksites to be applied.

A list of Type 9b machines that are exceptions to this hierarchy may be found on safety central; <http://www.safety.networkrail.co.uk/> , however, these machines are NOT to be used on gradients equal to or greater than 1 in 75 under any circumstances.

Use service braked trailers only, on works where the gradient is equal to or greater than 1 in 75

Authorisation of Standard Owner

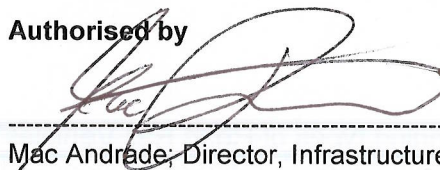
Authorised by



Jim Allenden, Professional Head Plant & Traction & Rolling Stock

Authorisation of appropriate Delivery Function authority

Authorised by



Mac Andrade, Director, Infrastructure Maintenance

Authorised by



Roan Willmore, Director S&SD, Infrastructure Projects

Authorised by



Steve Featherstone; Programme Director, Track

4 Recipients

Name	Post
Jim Allenden	Professional Head, Plant & Traction & Rolling Stock
Alan Brookes	Head of Infrastructure Maintenance Safety & Compliance
Peter Erwin	Head of Fleet, National Delivery Service
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	Plant Technology Manager and Plant CRG Chair

5 Details of briefing or cascade communication process

Briefing with affected individuals is to be complete by no later than the compliance date of 22nd February 2013. The requirements of this letter will not be enforced until the briefing has taken place.