

**Oliver Stewart**  
**RAIB Recommendation Handling Manager**



7 February 2024

Mr Andy Lewis  
Deputy Chief Inspector of Rail Accidents

Dear Andy,

**RAIB Report: Collision between a train and a hand trolley at Challow, Oxfordshire on 21 October 2021**

I write to provide an update<sup>1</sup> on the action taken in respect of recommendation 4 addressed to ORR in the above report, published on 13 October 2022.

The annex to this letter provides details of actions taken in response to the recommendation and the status decided by ORR. The status of recommendation 4 is **'Closed'**.

We do not propose to take any further action in respect of the recommendation, unless we become aware that any of the information provided has become inaccurate, in which case I will write to you again.

We will publish this response on the ORR website.

Yours sincerely,

Oliver Stewart

---

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

## Recommendation 4

*The intent of this recommendation is to reduce the risk of hand trolleys not being seen by staff during the hours of darkness and subsequently left on the track.*

Network Rail should develop and implement processes to ensure that any hand trolley placed on its track has illuminated red lights displayed in both directions at all times. These processes should include:

- pre-use equipment checks,
- provision of spare parts,
- availability of alternative equipment should a red light fail or break,
- a mechanism to report and rectify faults before the hand trolley is used again (paragraphs 146b and 147a).

## ORR decision

1. Network Rail have reviewed and updated standard NR/L2/RMVP/0200/P514 (Hand controlled trolleys). The following requirements are relevant to the recommendation:

- 3.3.1 Requirement to fit working red lights when assembling the trolley
- 3.3.2 Requirement for red lights to be fitted, working & visible from both directions when placing the trolley on the track
- 3.3.2 Requirement for replacement lights to be readily available

2. The pre-use checklist includes a check that the lights are fitted, working and visible. Network Rail have also provided a fault reporting form, which we consider adequate as a fault-reporting/rectification mechanism.

3. Section 3.3.2 covers the provision of spare parts and availability of alternative equipment should a red light fail or break.

4. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:

- taken the recommendation into consideration; and
- has taken action to close it

**Status: Closed.**

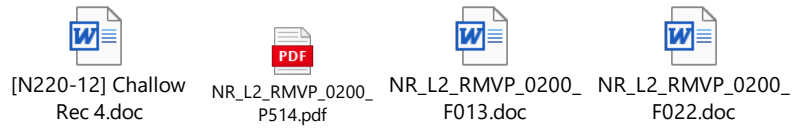
## Previously reported to RAIB

5. On 6 October 2023 reported the following:

Network Rail is conducting a revision of standard *NR/L2/RMVP/0200/P514 - Hand Controlled Trolleys* to mandate that any hand trolley placed on Network Rail infrastructure has illuminated red lights displayed in both directions at all times. We have asked Network Rail to confirm the latest position with this work.

## Update

6. On 28 November 2023 Network Rail provided the following closure statement and supporting documents:



## Previously reported to RAIB

### Recommendation 4

*The intent of this recommendation is to reduce the risk of hand trolleys not being seen by staff during the hours of darkness and subsequently left on the track.*

Network Rail should develop and implement processes to ensure that any hand trolley placed on its track has illuminated red lights displayed in both directions at all times. These processes should include pre-use equipment checks, provision of spare parts, availability of alternative equipment should a red light fail or break, and a mechanism to report and rectify faults before the hand trolley is used again.

### ORR decision

1. Network Rail is conducting a revision of standard *NR/L2/RMVP/0200/P514 - Hand Controlled Trolleys* to mandate that any hand trolley placed on Network Rail infrastructure has illuminated red lights displayed in both directions at all times. We have asked Network Rail to confirm the latest position with this work.
2. After reviewing the information provided ORR has concluded that, in accordance with the Railways (Accident Investigation and Reporting) Regulations 2005, Network Rail has:
  - taken the recommendation into consideration; and
  - is taking action to close it

**Status: Open.**

### Information in support of ORR decision

3. On 29 November 2022 Network Rail provided the following initial response:

#### Action Plan

#### Please provide milestones with dates

1. Submit a standard remit to the PT&RS Standards Steering Group (SSG) to revise NR/L2/RMVP/0200/P514 **(by 16 Dec 2022)**
2. Set up a working group to revise NR/L2/RMVP/0200/P514. Forward a draft for stakeholder review and PT&RS SSG sign off. **(by 31 Mar 2023)**
3. Publication and briefing of revised NR/L2/RMVP/0200/P514 by the PT&RS SSG. **(by 30 Jun 2023)**
4. Implementation of the revised NR/L2/RMVP/0200/P514 by the PT&RS SSG in conjunction with the launch of the Sentinel OTP Core and trolley user competence (Twickenham Rec 17) and associated training material on the Training Toolkit. **(by 03 Sept 2023)**

5. Submit a proposed closure statement and evidence to the Network Technical Head of Plant for review and approval. **(by 10 Oct 2023)**

**Evidence required to support closure of recommendation**

Revised issue 6 of NR/L2/RMVP/0200/P514 – Hand Controlled Trolleys