



Introduction to  
the rail delivery  
team



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# Aims

- ✦ Improve safety
- ✦ Increase efficiency
- ✦ Reduce number of incidents or accidents
- ✦ Share ideas for improvements



# Rail delivery fleet overview

Network Rail rail delivery fleet vehicles

- ✱ RDT – Rail delivery train
- ✱ LWRT – Long welded rail train
- ✱ SCPV – Switch and crossing panel vehicle
- ✱ RDRT – Rail delivery and recovery train

# Rail delivery train (RDT)



- ✦ eight vehicles
- ✦ loco-hauled: shortest set-up and shut down
- ✦ most used – over 800 deliveries per year



# Rail delivery train (RDT)



- ✦ largest carrying capacity
- ✦ automated delivery
- ✦ pre-site inspection required

# Long welded rail train (LWRT)



- \* three vehicles in the fleet
- \* loco-hauled to work site, then self-propelled
- \* longer to set up and shut down
- \* can carry varying lengths

# Long welded rail train (LWRT)



- ✦ operator delivery; requires watchperson
- ✦ versatile for positioning
- ✦ can deliver or recover
- ✦ pre-site inspection required



# Switch and crossing panel vehicle



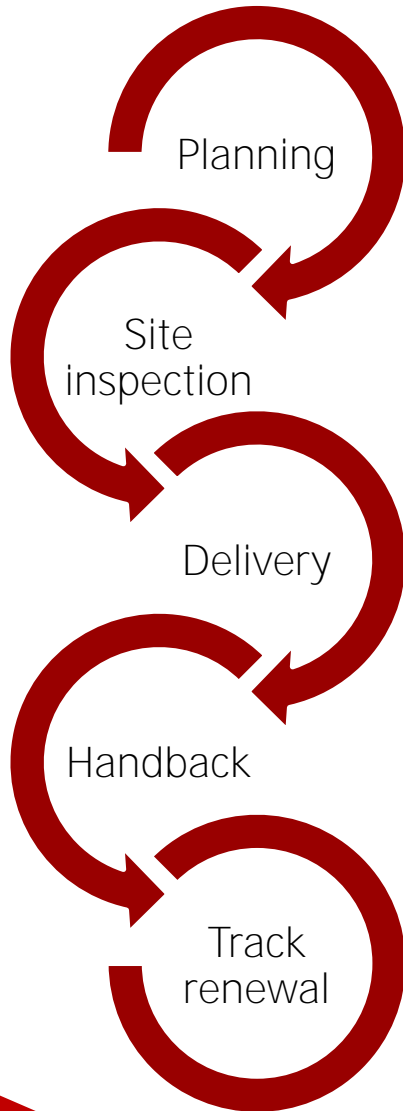
- ✦ delivers pre-built switches and crossings
- ✦ reduced transport costs, possession times
- ✦ popular: fleet recently expanded
- ✦ adjacent line for unloading

# Rail delivery and recovery train



- ✦ Can deliver or recover
- ✦ Three teams working out of three material handling depots: Whitemoor, Westbury, Crewe

# Process



<b>Time</b>	<b>Stage</b>	<b>Responsibility</b>
T-32 to T-12 Weeks	Planning resource manager	NSC / rail recipient
T-12 to T-6 Weeks	NSC national planning team	NSC
T-4 weeks	Site inspection organisation Site inspection	Rail recipient VGC / rail recipient
T-4 weeks to T-1 days	Preparatory work	Rail recipient
T-1 Week	NSC and VGC programme review	VGC / NSC
T-1 Week	Delivery organisation	VGC
T-2 days	Rail recipient paperwork review	Rail recipient / VGC
T + 1 hour	Rail Secured Hand back of line	Rail recipient
T+ 1 day	Delivery review	VGC / NSC
Until track renewal	Monitoring of rail creep	Rail recipient

# Planning

- ✱ Fix requirements early
- ✱ Information required:
  - ✱ Mileage and line
  - ✱ Number of rails and worksites
  - ✱ Type of rail
  - ✱ Special conditions eg curvature, tunnel
- ✱ Rail, loading, haulage, train type, train configuration, fan wagon, possession check, work schedule – NSC planners

# Planning

- ✦ Rail recipient planning:
  - ✦ Correct protection – length/type including adjacent line
  - ✦ Dedicated worksite – no RRV/ OTP
  - ✦ Preparation shifts and resources
  - ✦ Changes must be communicated to NSC





# Pre-site inspection

Communication is key

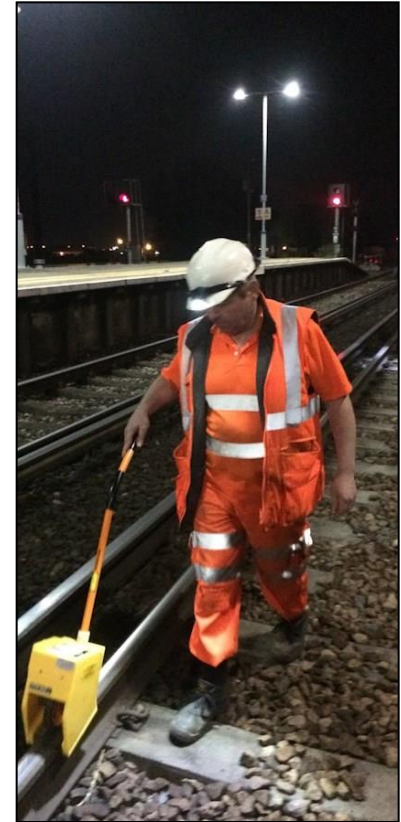
What we need:

- ✱ Contact name and number

In line with NR/L3/NDS/305 the person attending pre-site inspection should also attend delivery

- ✱ Adequate safe system of work

- ✱ Enough time for correct inspection



# Pre-site inspection

What should they know?

- ✦ Road to be walked
- ✦ Start and end of job
- ✦ Number and type of rail
- ✦ Access and egress
- ✦ Train running



Correct preparation of the site is essential

# Delivery requires:

✱ Communication

✱ Preparation

✱ Staff

- To undertake remedial works
- To provide transport
- Act as watchperson (LWRT)

✱ Avoid waiting time

- We have strict limits on working hours for safety

✱ Plan enough time

- Average delivery shift (full train 29 – 32 rails):  
5 hours 15 mins

# Handback

Once rail has been delivered: recipient is responsible

✱ How long will it be there?

✱ Line speed

✱ Weather

✱ Location



# Protection methods



Secured rail



# Potential rail creep damage



Damaged stretcher bar



Dislodged foot crossing

# Rail delivery overview

- ✦ Planning and preparation NB
- ✦ 60 staff – average rail delivery experience seven years
- ✦ 24:7 control
- ✦ VGC are NSARE 'Outstanding' trainer of RDF



# Rail delivery overview

- ✦ Safety is our number one priority
- ✦ Contract held by VGC for 12 years
- ✦ Over 2,000 work activities per year
- ✦ Continuous safety and efficiency improvements

