

# Safety Advice

Action required following a serious incident



## Permaquip towing trolley tow pin security

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

Ref: NRA 17/12

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Location: Trolley, South Yorkshire

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## Overview

Tests undertaken jointly with RAIB on the Permaquip Trolley and Gator involved in the Trolley runaway incident ([Safety Bulletin NRB 17/11](#)) have identified a condition where the tow pin linchpin could be wrongly fitted and fall out. As a consequence, the main tow pin could also fall out and detach the tow bar.

The tow pins currently supplied are commercial tractor pins and are longer than necessary (see image 1). This enables the retaining linchpin (referred to as a grenade pin above) to be fitted incorrectly.

The linchpin has one flat side which must be fitted against the coupling. When the ring is closed over the linchpin, the ring must be held under spring tension against the linchpin as image 3 above.

Discussions are in progress regarding the replacement of these 'grenade' pins with 'R' Clips similar to image 4.

## Immediate action required

Machine Controllers must:

- Check the correct fitting and closure of any linchpin when working with trailers, personnel carriers or other on track plant with the same coupling.
- Quarantine any tow pins with missing chains or damaged linchpins.
- Report any of these defects via the close call system.

Copies of Safety Advice are available on [Safety Central](#).