

WINTER GRADE DIESEL FUEL FOR BR

Following the poor performance of the rail network during the severe winter of February 1991, the Secretary of State for Transport required that BR consider the benefits of using an arctic grade of fuel for winter. In practice BR has experienced few problems related to severe cold spells, and more in relation to fuel starvation which had been associated with formulation problems. The Director of Procurement investigates both of these issues with a view to supplying fuel with a cold filter plugging point (CFPP) of -25°C .

Recommendations centre on minimisation of risk rather than wholesale solutions, and include:

- All Class 150 and 155 should be retrospectively converted with regard to the fuel heating systems.
- Technical considerations indicate that the long and short term strategy should be to move away from gas oil to DERV but this is clearly dependent on the cost and availability of dyeing facilities. It is not recommended that undyed product be permitted on the Board's premises.
- The operating temperature of the fuel in the long term should match the design temperature of rolling stock (-17°C) and storage facilities upgraded as appropriate.