

### **Guidelines for the Movement of Unrestored or Defective Vehicles.**

From time to time there may be a wish by heritage organisations to move unrestored or defective vehicles. In such circumstances the emphasis will be on ensuring that the vehicle is fit to move, that the move is managed safely, that there are clear responsibilities, and that the conditions on the authority to move (bulletin) are clear. These guidelines will apply to any vehicle which is either:

- not registered,
- registered but not in running order e.g. a vehicle which is to be transferred between sites in the course of repairs.

The following guidelines will apply.

1. The guidelines apply only to one-off moves.
2. Given the likely different circumstances of each movement requests will be treated on a case by case basis.
3. The vehicle must be vouched fit for the move by an organisation with a safety case covering the activity. If under NRSS/11 then by an organisation with a Safety Case as a Heritage Vehicle Provider. In terms of NRSS/11 only a certificate of inspection is required. This inspection may be by the HVP's own organisation, but HVP's should note that the judgements required may differ markedly from the normal go/no go assessments of normal operations and must not step beyond the bounds of their knowledge and experience.
4. The vehicle must be moved by an organisation with a suitable safety case covering the activity. If under NRSS/11 then by an organisation with a Safety Case as a Heritage Vehicle Operator (HVO).
5. The HVO must have suitable insurance cover for the move.
6. Where necessary there must be a haulage agreement (covering commercial aspects) and a movement plan, setting out how the integrity of the vehicle will be assured during the move (e.g. presence of staff to undertake greasing) and any contingencies.
7. The vehicle must be fit to move in with particular regard to brakes, running gear, drawgear, basic structural integrity and compliance with the loading gauge (e.g. no loose components). Where it is intended to mitigate defects in any key item the mitigations and hazards must be stated in the bulletin application (e.g. vehicle with defective drawgear to be placed at the rear of a train, bearings to be checked at intervals).
8. Running rights will be required just as if the vehicle was in full operating order.
9. Any change to normal working order must be advised when applying for a bulletin e.g. lack of side rods, change to normal weight or weight distribution.
10. No passengers may be carried on a train conveying non-restored rolling stock in this manner. This does not preclude attendant maintenance personnel travelling with the vehicle.
11. ONTRACK may require a risk assessment, independent inspection, certification or any other measures it thinks necessary in the circumstances.

Evidence of compliance with the guidelines must be provided to ONTRACK with any application for movement of non-restored rolling stock.

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