

Guidance on the **Storage and Recommissioning** of Traction and Rolling Stock

Signatures removed from electronic version

Synopsis

This document gives guidance on the **storage** and **recommissioning** of traction and rolling stock that is withdrawn from operation on Railtrack controlled infrastructure for an extended period.

Submitted by

Anne E Blakeney
Standards Project Manager

Authorised by

Brian Alston
Controller, Railway Group Standards

This document is the property of Railway Safety. It shall not be reproduced in whole or in part without the written permission of the Controller, Railway Group Standards, Railway Safety.

Published by:
Railway Safety
Evergreen House
160 Euston Road
London NW1 2DX

© Copyright 2002 Railway Safety

Uncontrolled When Printed

This page has been left blank intentionally

Guidance on the Storage and Recommissioning of Traction and Rolling Stock

Contents

Section	Description	Page
Part A		
A1	Issue record	2
A2	Implementation of this document	2
A3	Responsibilities	2
A4	Health and safety responsibilities	2
A5	Technical content	2
A6	Supply	2
Part B		
B1	Purpose	3
B2	Application of this document	3
B3	Definitions	3
B4	Storage of traction and rolling stock	3
B5	Recommissioning of stored traction and rolling stock	5
References		7

Guidance on the Storage and Recommissioning of Traction and Rolling Stock

Part A

A1 Issue record

Issue	Date	Comments
One	June 2002	Original Document

This document will be updated when necessary by distribution of a complete replacement.

A2 Implementation of this document

The publication date of this document is 1 June 2002.

This document does not supersede any other Railway Group Guidance Notes.

A3 Responsibilities

Railway Group Guidance Notes are non-mandatory documents providing helpful information relating to the control of hazards and often set out a suggested approach, which may be appropriate for Railway Group* members to follow.

* The Railway Group comprises Railtrack PLC, Railway Safety, and the train and station operators who hold Railway Safety Cases for operation on or related to infrastructure controlled by Railtrack PLC.

Railtrack PLC is known as Railtrack.

A4 Health and safety responsibilities

In issuing this document, Railway Safety makes no warranties, express or implied, that compliance with all or any document published by Railway Safety is sufficient on its own to ensure safe systems of work or operation. Each user is reminded of its own responsibilities to ensure health and safety at work and its individual duties under health and safety legislation.

A5 Technical content

The technical content of this document has been approved by:

Haydn Peers, Acting Principal Vehicles Engineer, Railway Safety

Enquires to be directed to Railway Safety – Tel: 020 7904 7518

A6 Supply

Controlled and uncontrolled copies of this document may be obtained from the Industry Safety Liaison Dept, Railway Safety, Evergreen House, 160 Euston Road, London NW1 2DX.

Guidance on the Storage and Recommissioning of Traction and Rolling Stock

Part B

B1 Purpose

This document gives guidance on the **storage** and **recommissioning** of traction and rolling stock that is withdrawn from operation on Railtrack controlled infrastructure for an extended period. It provides advice on how traction and rolling stock should be placed into store in a safe manner. Before it is next required to operate on Railtrack controlled infrastructure, stored traction and rolling stock should be recommissioned so as to ensure safe re-entry into service.

B2 Application of this document

B2.1 To whom the guidance applies

This document contains guidance that is applicable to duty holders of the train operator category of Railway Safety Case.

B3 Definitions

Storage

The process whereby a train or vehicle is made safe and secure to be stabled when it is not required to operate for an extended period.

Recommissioning

The process of checking, and as necessary maintaining, repairing and testing, a previously stored vehicle to render it capable of operating safely on Railtrack controlled infrastructure.

B4 **Storage** of traction and rolling stock

B4.1 Purpose of **storage**

A train or vehicle may be placed into store for a number of reasons, for example (this list is not exhaustive):

- a) new trains or vehicles awaiting commissioning
- b) vehicles temporarily out of service due to reduced traffic demand
- c) damaged or unrepaired vehicles awaiting a decision on their future
- d) vehicles not required due to end of lease
- e) vehicles awaiting sale or movement for disposal.

The actions to be taken, and the responsibilities for action, will vary depending on the reason for **storage** of the vehicles. In the case of a vehicle for which **storage** is a short-term proposal and it is anticipated to return the vehicle to operational service, then the actions on preparing a vehicle for **storage** will be on preventing deterioration. In the case of a vehicle where its return to service is uncertain, measures to prevent deterioration will be less and it will be accepted that more work will be required should the vehicle subsequently be recommissioned for operational service.

B4.2 Location for **storage**

Trains or vehicles may be stored in different types of location; some examples of these are:

- a) in operating companies' own sidings
- b) at maintainers' depots or works
- c) on Railtrack controlled infrastructure

Guidance on the Storage and Recommissioning of Traction and Rolling Stock

- d) in contractors' premises
- e) in secure (for example military) premises.

The method of **storage** may vary depending on the location chosen for storing the traction and rolling stock, whether it is under cover or in the open and the local environmental conditions (for example corrosion effects from choosing a coastal site). The purpose of storing a vehicle will largely determine the type of site selected. In the case of minimal preparation for **storage** owing to the uncertainty of further use for a vehicle, consideration should be given to the facilities required to restore a vehicle to either operational service, or into a condition to permit its safe movement to a location where further work can be undertaken. Consideration should be given to the possible need to move the vehicle by road and thus suitable access for appropriate transportation vehicles should be taken into account.

B4.3 Preparation of traction and rolling stock vehicles for **storage**

It is recommended that train operators have instructions in place to ensure the most appropriate preparation is given to traction and rolling stock being stored. These instructions may either form part of a previously certificated vehicle maintenance plan (in accordance with [GM/RT2004](#)) or be structured as a separate document. However they should ensure consideration is given to the purpose for which the traction and rolling stock is being stored (section B4.1); the location at which the vehicles will be stored (section B4.2); and the maximum length of time for which the vehicles are likely to be stored.

Factors for consideration may include:

- a) The presence of hazardous substances.
- b) The risk of vandalism.
- c) Effects of the weather and winterisation requirements.
- d) Effects of the environment.
- e) The ageing process of components.
- f) Prevention from unauthorised removal of components.
- g) Protection of components when connections or other components are missing.
- h) Protection from potential shunting collisions while on the site.
- i) The need to preserve axle and engine bearings from **storage** damage (for example 'brinelling'), including any palliative measures such as periodic movement or operation of vehicle engines. (Specialist advice from bearing manufacturers should be sought where doubt exists as to the necessary control measures).
- j) Any future change of use of the vehicle.
- k) The need to document the vehicle condition.
- l) The need to preserve battery and electrolyte condition.

There should be instructions in place to ensure that traction and rolling stock that is stabled in store is properly protected from the risk of running away and from other train movements.

Guidance on the Storage and Recommissioning of Traction and Rolling Stock

B4.4 Responsibilities for **storage** of traction and rolling stock

Train operators should have procedures to identify and agree who is responsible for placing traction and rolling stock into store, and for the safety of the vehicles whilst in store. This may require an agreement with the owner of the vehicle and owner of the infrastructure where the vehicles are to be stored, covering responsibilities for the security, protection and inspection of the vehicles while in store. In addition, arrangements for the reporting of any status change to a vehicle should be established to maintain integrity of the vehicle's registration arrangements. These procedures and agreements should ensure that the factors in sections B4.1 and B4.3 are considered.

In the case of privately owned vehicles, registered for operation on Railtrack controlled infrastructure, the owner should set up arrangements for the reporting of necessary status changes for the stored vehicles.

B5 **Recommissioning** of stored traction and rolling stock

B5.1 Responsibilities for **recommissioning**

Responsibility for **recommissioning** a vehicle will normally rest with the body that was responsible for placing the vehicle in store.

However, if the vehicle is being transferred to a new train operator, the new operator should be responsible for ensuring that the processes for **recommissioning** defined in this Guidance Note are adopted. Also, if the lease of a vehicle, that has been put into store by a train operating company, lapses while the vehicle is in store, the owner may take over responsibility for **storage** and **recommissioning**.

B5.2 **Recommissioning** process

When a vehicle is recommissioned following temporary **storage**, and no change has otherwise been made to the vehicle, the train operator should ensure that the vehicle can be placed in the appropriate position in the maintenance cycle by undertaking all necessary maintenance examinations.

The train operator responsible for arranging **recommissioning** of a vehicle should be responsible for arranging (if necessary through a competent third party) for its safe movement to the place where **recommissioning** work is to be carried out. Under normal circumstances this movement will be on a 'one journey only' basis. Such initial **recommissioning** work as is necessary to enable the movement to be carried out safely should be completed and certificated by the issue of a Transit Movement (Engineering Acceptance) Certificate before the movement takes place. These arrangements are set out in [GM/RT2000](#), section E.

The train operator should have in place instructions covering the following:

- a) Initial **recommissioning** at the **storage** site and certification by a competent body that the vehicle is safe to move. These instructions should cover the placing of any restrictions on the movement in terms of speed, braking, etc.
- b) Complete **recommissioning** of the vehicle to ensure its safe re-entry into normal traffic.

The **recommissioning** instructions should address:

- i) the removal of all protective substances and fittings applied during preparation for **storage**, and the making good of the protected components and surfaces
- ii) examination for, and replacement of, missing items

Guidance on the Storage and Recommissioning of Traction and Rolling Stock

- iii) any safety critical modification to the vehicle necessary to meet new or changed standards or legislation, or changed requirements for safe inter-working
- iv) any safety critical inspections, maintenance, overhauls and testing that have become due during the period of **storage** to ensure the vehicle can return to service and be maintained in accordance with the relevant maintenance plan for the vehicle
- v) the testing, examination and repair of safety critical items, such as axle bearings, brake systems and components, which may have deteriorated during **storage**
- vi) the testing, examination and repair of safety critical electric circuits, components and systems
- vii) examination for, and repair of, damage incurred during **storage** that may affect the safety of people or goods
- viii) testing of the vehicle to verify its fitness for service
- ix) examination for, and repair of, damage incurred as result of any loading and off-loading to/from road vehicle transport.

B5.3 Engineering acceptance and registration

B5.3.1 Status change on the rolling stock library

Where a vehicle is placed into store then the vehicle should be placed into the appropriate status of either 'registered non-operational' or status 'I' in the rolling stock library thus becoming de-registered in accordance with the arrangements set out in [GM/RT2000](#) and [GM/RT2453](#), (see also section B5.3.3).

B5.3.2 Continuous registration

Re-registration will not be required where the vehicle maintenance plan, certified by a Conformance Certification Body, permits arrangements for the **storage** of rail vehicles for a period specified in [GM/RT2000](#) and the vehicle has been stored in the status of 'registered non-operational'.

B5.3.3 Lapse of registration

If a vehicle's registration for operation on Railtrack controlled infrastructure has lapsed before, during or after **storage**, re-registration will be required in accordance with the arrangements set out in [GM/RT2000](#) and [GM/RT2453](#).

B5.3.4 Additional requirements for re-certification and re-registration

Where a vehicle has been modified; transferred to a different owner or train operator; or subjected to change of purpose, one or more new conformance certificates may be required. The requirements for conformance certificates are given in [GM/RT2000](#) and re-registration in [GM/RT2453](#).

Guidance on the Storage and Recommissioning of Traction and Rolling Stock

References

Railway Group Standards and other Railway Group Documents

- [GA/RT6001](#) Railway Group Standards Change Procedures
- [GM/RT2000](#) Engineering Acceptance of Rail Vehicles
- [GM/RT2004](#) Requirements for Rail Vehicle Maintenance
- [GM/RT2453](#) Registration and Mandatory Data for Rail Vehicles

The Catalogue of Railway Group Standards and the Railway Group Standards CD-ROM give the current issue number and status of documents published by Railway Safety