

Railway Safety Regulations 1999: Regulation 4

Certificate of Exemption

1. The Office of Rail and Road (ORR) exempts under regulation 6(1) of the Railway Safety Regulations 1999 (the '**Regulations**') the Mark I Rolling Stock listed in the Schedule from the requirements of regulation 4(1) of the Regulations, subject to the conditions listed below. In granting this exemption, ORR has carried out a review of the evidence provided by **SRPS Railtours Limited (Company Number SC158474)** (the '**Company**') in support of the exemption request, consulted as required by regulation 6(2) and had regard to the matters set out in regulation 6(3) of the Regulations.
2. In this exemption:

"Mark I Rolling Stock" has the same meaning as in the Regulations;

"Railway" has the same meaning as in the Regulations;

"Safety Management System" has the meaning it has in the Railways and Other Guided Transport Systems (Safety) Regulations 2006 (ROGS).
3. This exemption applies to the Mark I Rolling Stock listed in the Schedule (the '**Rolling Stock**') and is granted subject to the following conditions:
 - (a) The Company must ensure that the Rolling Stock:
 - (i) have buckeye couplers fitted with shelf brackets (except when coupled to a locomotive not fitted with buckeye couplers);
 - (ii) have crash pillars of an equivalent or greater strength than the original British Rail design; and
 - (iii) have unique identifying numbers.
 - (b) The operator must ensure that the Rolling Stock is not used for passenger services on a railway unless there is a Safety Management System which covers the operation of the Rolling Stock.
 - (c) The operator must ensure that, when formed as a rake, the Rolling Stock shall have the same buffing height (within maintenance limits).
 - (d) The operator must ensure that the Rolling Stock shall not be operated:
 - (i) at a speed exceeding 75 mph (120kph) for steam operations; or
 - (ii) at a speed exceeding the plated speed of the coach for electric or diesel operations.

- (e) The operator must ensure that passenger loads do not exceed the total seating capacity available within the relevant Rolling Stock.
 - (f) The Company must ensure that maintenance is performed in accordance with the contents of the document “*SRPS/ES/01 – Coaching Stock Maintenance Plan, Issue 4*”, as updated from time to time, in so far as these updates are not substantial.
 - (g) The Company must ensure that there are records demonstrating that the Rolling Stock has been maintained in accordance with the documents listed in condition (f) above.
 - (h) The Company must ensure that ORR is notified at least 12 weeks in advance and in writing, of any proposed changes from established processes and procedures as set out within the application.
 - (i) The Company must ensure that ORR is notified of any changes relating to the Rolling Stock. This includes the withdrawal of and/or acquisition of Mark I Rolling Stock.
4. This exemption is valid from 07 February 2025 until 31 January 2030.
5. Under regulation 6(1) of the Regulations, ORR may revoke the whole or any part of this exemption, at any time, in writing.



Signed by authority of ORR

04 March 2025

Schedule

The Mark I Rolling Stock to which this exemption applies are:

| Vehicle Number | Type | Date Built |
|-----------------------|-------------------------------------|-------------------|
| 1730 | Restaurant Buffet Refurbished (RBR) | 1960 |
| 1859 | Miniature Buffet Car (RMB) | 1961 |
| 3112 | FO (First Open) | 1962 |
| 3115 | FO (First Open) | 1962 |
| 3150 | FO (First Open) | 1963 |
| 4832 | TSO (Tourist Second Open) | 1959 |
| 4836 | TSO (Tourist Second Open) | 1959 |
| 4856 | TSO (Tourist Second Open) | 1960 |
| 35185 | BSK (Brake Second Corridor) | 1958 |

Schedule last updated 30 May 2025