

PC/CL.359

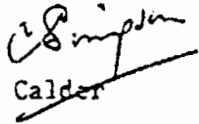
from: Chief Mechanical and Electrical Engineer
British Railways Board
14 Melbury Terrace
London N.W.1. OJU

o/r : 172-9-2

date: 17th April, 1972.

ACCEPTANCE TESTING OF COMPONENTS AND PRIVATELY OWNED WAGONS FOR RUNNING ON
B.R. LINES

Attached is schedule of charges made for the above to be put into
effect forthwith.


for C.S.W. Calder

Ref: ME.172-174-2

CHARGES MADE FOR
ACCEPTANCE TESTING OF COMPONENTS AND PRIVATELY OWNED WAGONS FOR RUNNING ON BR LINES

Type of Test	Applicant	Charging Practice as from 1 July 1971	Typical Examples
1a Testing of new materials to obtain BR acceptance.	Any Contractor, Wagon Builder incl. BRE Ltd or Private Owner	Inspection carried out by BR Inspection Department Charges to be negotiated with the Inspection Engineer.	Couplings, draw hooks etc. Bridge plates (CCE) other than for use on BR Private concerns, eg. Rolls Royce etc
1b Inspection & Testing (eg. brakes etc) of production vehicles at Works. For BR acceptance	Any Wagon Builder, inc. BRE Ltd or Private Owner	BR pays in full	New wagons of all types.
2 Day to day inspection of materials of construction used to satisfy BR of required standards of safety	BR Requirement	BR pays in full except where inspection is required outside BR territory when vehicle owner pays for inspectors expenses incurred	Suspension components drawgear, wheels & axles etc. for Privately Owned wagons constructed in UK France etc for running on BR lines.
3a Testing of prototype component/equipment to obtain BR acceptance (not complete vehicle)	Any Contractor, Wagon Builder incl BRE Ltd or Private Owner	Applicant pays in full for tests. Costs of analysing results and preparation of report negotiated.	New design of bogies, Tank Wagon Manlids New design, brakes, etc. Hydraulic damper
3b Subsequent retesting of prototype equipment after failure or modification of equipment to obtain BR acceptance.	As above	Applicant pays in full for tests. Charges for analysing results and preparation of report negotiated.	New design of bogies

Type of Test	Applicant	Charging Practice as from 1 July 1971	Typical Examples
4a Initial testing of prototype vehicle complete, to obtain BR acceptance	Wagon Builder, incl BRE Ltd or Private Owner	BR pays in full for cost of tests, and preparations of Report. Standard charges for sale of Report to other interested parties with prior agreement of wagon owner.	New designs of Privately Owned wagon - all types
4b Subsequent retesting of prototype, or first off vehicle, after failure in material or after modification to obtain BR acceptance.	As above	Applicant to pay for subsequent re-testing only if failure is due to faulty material or bad workmanship, or modifications required to components not previously submitted to BRB for acceptance.	Privately Owned Wagons - all types.
5 Subsequent retest of complete vehicle after specified period in service, eg 10 000 or 20 000 miles, to establish final acceptance for all future units.	As above	BR to pay for all re-tests except in cases where undeclared changes have been made in design features or where accepted standards of maintenance as shown in BR Booklet No 11883 have not been fulfilled.	Privately Owned wagons - all types and new bogie designs

Type of Test	Applicant	Charging Practice as from 1 July 1971	Typical Examples
6 Testing of components or vehicles required due to design or production defects arising in service and requiring modification	Wagon Builder, incl BRE Ltd or Private Owner	(i) where the design modification is sponsored by the builder or vehicle owner, he pays in full for test and preparation of Report. (ii) If the design modification is prepared by BR at the Applicants request, charges incurred for design, tests and preparation of Report, to be agreed by vehicle owner/builder, other interested owners/BR on shared basis. Each case to be reviewed separately and made subject to Contract between vehicle owners and BR.	Privately Owned bogie tank wagons. Failure of underframe bolsters.

Charges will be raised against an applicant for wagon movement associated with tests except:-

1. Where British Rail pay for the test in full under the "Charging Practice" set out above.
2. Where vehicles are already covered by the Computed Haulage Scheme and any new vehicles on their first empty trip from the builders works.