

PO/CL 500
(SUPERSEDES PO/CL 486)
INSTRUCTION
JUSTIFICATION - STATUTORY
REQUIREMENTS
(To meet existing safety regulations)

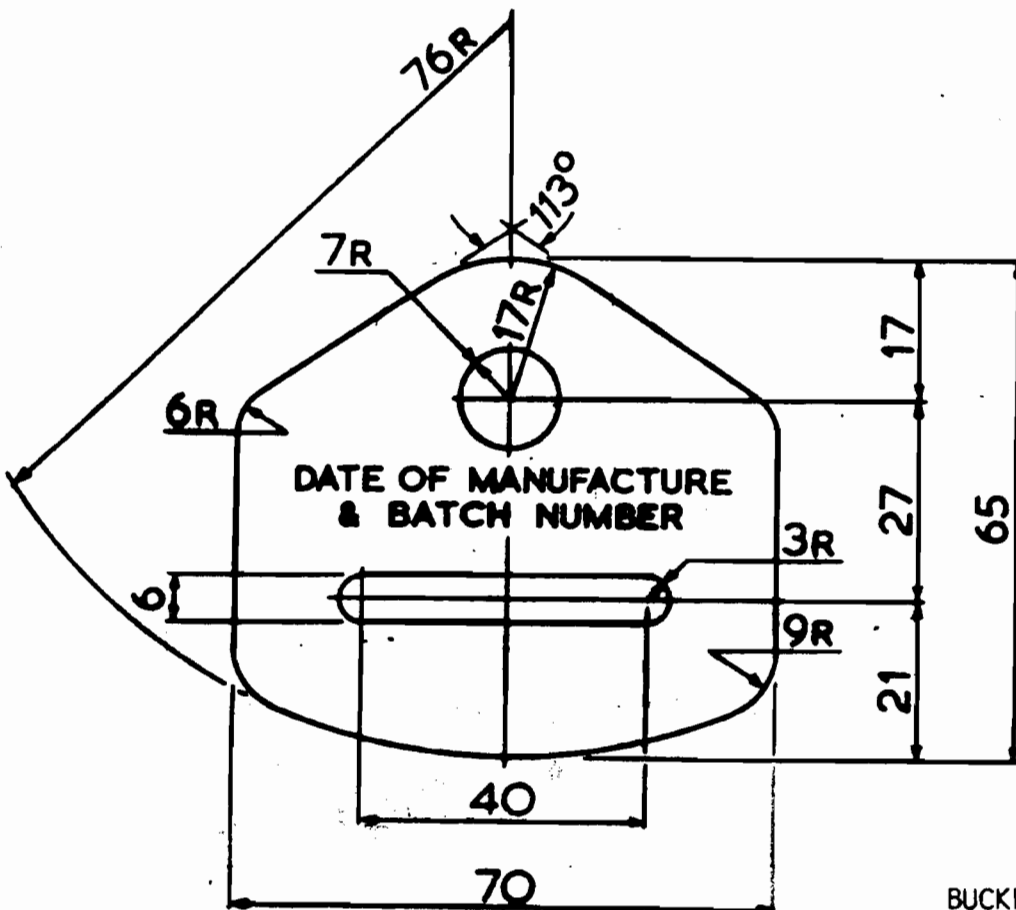
From: Director of Mechanical and
Electrical Engineering
British Railways Board
Railway Technical Centre
DERBY

Extn: 2686

O/r: TFR172-9-2(JEH)
Date: 22 September 1986

SAFETY LOOPS

1. To prevent pull rods, crossbars, brakebeams, etc from falling on the track, safety loops, chains or other safety devices of approved design must be fitted to all vehicles running on the railway. These must be riveted where possible, but where such items are bolted to the vehicle, the bolts must be fitted with split pins.
2. To give the necessary protection required, safety loops may be pre-formed and shaped to provide appropriate support below brake equipment which may be remote from the bogie/vehicle frame to which the loops are attached. In this event care should be taken to avoid premature fatigue failure of the loops due to vibration.
- 2.1 Alternatively, nylon safety loops having a minimum tensile strength of at least 22 kN when stitched to a steel buckle, as shown below, may be used.



BUCKLE PROFILE

The buckles shall be free from any sharp edges, burrs etc and shall be capable of withstanding a proof load of 22 kN without failure or permanent set

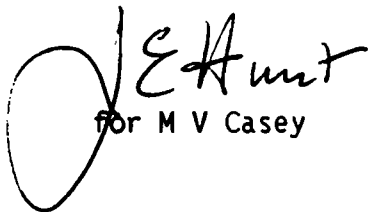
The specification, manufacture and testing of nylon safety loops is subject to BR acceptance and such loops shall be specially coated with polyurethane polymer to withstand abrasion from any wagon parts with which they may be brought into contact during normal service life.

3. The design of safety loops must not restrict the normal operation of the brake mechanism, and in this respect the length of nylon safety loops must be carefully determined to avoid infringement of the loading gauge and possible entanglement with other equipment due to windage.

4. Timescales

4.1 All wagons subject to previous PO/CL were to have been fitted by 1 July 1983.

4.2 Wagons where brake beams are supported by double brakeblock hanger links at each end and secured in accordance with PO/CL 397 shall now have safety loops fitted by 1 July 1987, the previous concession having been rescinded. JTC Min 86/16d refers.


for M V Casey



From: Director of Mechanical and
Electrical Engineering
Railway Technical Centre
DERBY

Extn: 3578


O/r: TFR172.9.2(JEM)

Date: 14 January 1987

MEMORANDUM CONCERNING PO/CL 500

SAFETY LOOPS

Bolts used to secure safety loops may be fitted with approved stiff nuts (bent beam or insertion types) as an alternative to the use of split cotter pins. The manufacturers recommendations regarding the thread protrusion and the continued re-use of these fasteners shall be observed.


for M V Casey

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