

Justification:
Safety Instruction
(Maintenance)

**Private Owner
Circular Letter
590 Issue 3**

Title

**Additional
requirements for
the Repair of Tank
Wagons**


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AUTHORISATION

Authorised by:



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1. INTRODUCTION

POCL 590, Issue 3 details certain additional requirements for the repair of tank wagons.

2. INSTRUCTION

In addition to the mandatory requirements that are prescribed in Railway Group Standards and/or Statutory Instruments, the following criteria need to be complied with when repairing tank wagons:

2.1 Repair of Damaged, or Defective Tank Barrels (and/or fittings) of Tank Wagons

The objective of repairing a damaged or defective tank barrel of a tank wagon is to restore it to a condition where it can safely convey the substances for which it was designed and registered.

Damaged, or defective tank barrels shall only be repaired where a procedure has been produced and certificated by an appropriate Approval Body and made available to the Senior PWRA Engineer.

Such damage or defects to tank barrels (and/or fittings) shall include:

- a). Dents and cracks in the shell, or dished end plate, welded seams of the tank plates, doubler plates, bosses, etc.
- b). Scoring, or gouging of the tank plates, pitting from electric arcs, or corrosion that has reduced the plate thickness.
- c). Any other damage, or defect which affects the integrity of the tank barrel, or its fittings.

If a tank barrel (or its fittings) sustains damage that it is not considered necessary to repair (e.g. a minor dent), then it shall be subject to inspection and report by a technically competent organisation. The report shall be kept with the maintenance records for the life of the wagon and a copy sent to the Senior PWRA Engineer.

If a repair will reduce the design category then consideration may be given to allowing the tank wagon to be used in lower category traffic, subject to appropriate engineering acceptance.

2.2 Cracks in Tank Barrel Anchor Plates

Experience has shown that minor cracks in the anchor plates of tank wagons built prior to 2000 (and subject to certain limitations) can be allowed in service but only until the next maintenance event. The limitations are as follows:

2.2.1 Riveted, bolted, or "Huck-bolted" barrel anchor plates

- a). A single crack per corner (no longer than 50mm) that emanates from one side of a rivet, or bolt hole towards the solebar away from the barrel.

or

- b). A single crack per corner (no longer than 50mm and at least 50mm from the tank barrel) not emanating from the side of a rivet or bolt hole.

or

- c). Loose rivets or bolts are found.

2.2.2 Welded barrel anchor plates

- a). A single crack per corner no longer than 50mm and at least 50mm from the tank barrel.

Any wagon found with cracks exceeding these limitations shall be removed from service until repairs have been carried out. All repairs shall only be carried out where a procedure has been produced and certificated by an appropriate Approval Body and made available to the Senior PWRA Engineer.

3. **SCOPE**

This instruction applies to all PWRA tank wagons operating on Network Rail managed infrastructure.

4. **IMPLEMENTATION**

This document shall be implemented immediately.

In the event of any query arising, or clarification required, please contact:

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