

Justification:
Safety Instruction
(Maintenance)

**Private Owner
Circular Letter
619 Issue 1**

Title

Prohibition of
Jacking or Lifting
Wagons by Centre
Couplers

ENDORSEMENT & AUTHORISATION

Endorsed by:



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D. Minshull, Senior Standards Engineer

Authorised by:



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K. Stannard, Vehicle Conformance Engineer

1. INTRODUCTION

As reported by NIR 1840, an iron ore tippler train became divided at Appleby in July 2004, as a consequence of the wagon's underframe failing beneath the centre coupler tail pin.

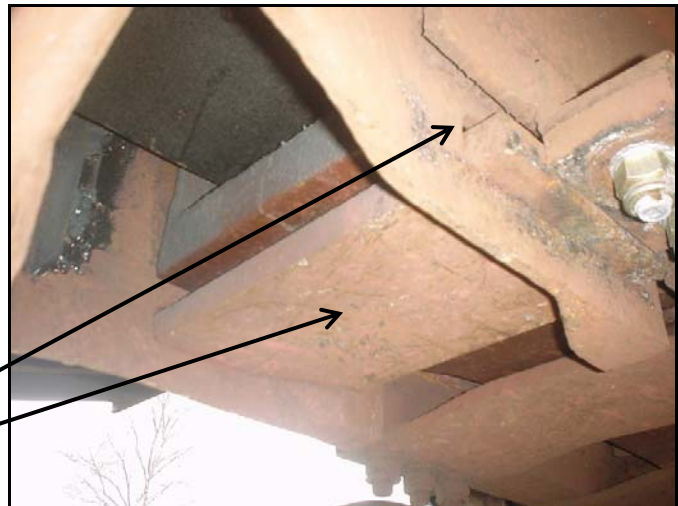
Investigations have identified that the superstructure of certain centre coupler fitted wagons was not designed to accommodate high vertical loads in the area beneath the tail pin.

This POCL has been issued to prohibit either the Jacking or lifting of such wagons by the centre couplers in order to reduce the likelihood of high loads being exerted in the superstructure beneath the centre tail pin.

2. SCOPE

This instruction is applicable to PWRA registered wagons fitted with centre couplers where the coupler tail pin is retained by a pin retaining plate located in cut-outs in the wagon underframe, as shown by the adjacent photograph.

Cut-outs in underframe
Tail pin retaining plate



3. INSTRUCTION

To reduce the possibility of adverse lifting loads being transmitted into the centre coupler tail pin support plate and adjacent underframe on these wagons, the lifting or jacking of this design of wagon by any means involving the centre coupler is **prohibited**.

Lifting or jacking of wagons via the centre coupler is only permitted in cases where the Owner can demonstrate the wagon design (and specifically tail pin support plate area) has been designed to accommodate lifting loads via the coupler and underframe, and where appropriate lifting controls are implemented.

4. IMPLEMENTATION

This POCL shall be implemented immediately.

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

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