

NEW ZEALAND GOVERNMENT RAILWAYS	<b>WESTINGHOUSE BRAKE AIR-RESERVOIRS</b> Cancelled by Issue 4; 1/3/73	<b>CODE No. 28</b> Page No. 1 of 1 Issue No 3      Date Issued 1/5/47
<b>MECHANICAL BRANCH</b>		

**(1) WESTINGHOUSE-BRAKE RESERVOIRS, Authority for Installing**

No reservoir may be installed on the Westinghouse-brake system of locomotives or rolling-stock unless such reservoir is sanctioned by and built to specifications or drawings supplied by the Chief Mechanical Engineer.

**(2) WESTINGHOUSE-BRAKE RESERVOIRS, Installation of**

Before reservoirs are placed into service the following precautions are to be strictly observed:-

- (a) The reservoir is to be thoroughly examined, cleaned, and painted.
- (b) A drain plug or drain-cock is to be fitted at the lowest point of the reservoir so that any accumulation of water or other matter may be discharged.
- (c) The reservoir is to be subjected to hydraulic test in accordance with clause 3.
- (d) The reservoir is to be securely clipped and bolted in position to withstand all vibration and shocks.
- (e) When coupling up the reservoir to the pipe system, the pipe lengths are to be gauged and fitted accurately. The straining of pipes into position is prohibited.

**(3) WESTINGHOUSE-BRAKE RESERVOIRS, Testing of**

Prior to being initially installed every reservoir must be subjected to a hydraulic test to a pressure 50 per cent. in excess of approved working pressure, such pressure to be maintained for a period of one minute.

All reservoirs on locomotives must also be subjected to a hydraulic test to a pressure  $33\frac{1}{3}$  per cent. in excess of approved working pressure at every "A" class repair. Reservoirs on rolling-stock must be subjected to a hydraulic test to a pressure  $33\frac{1}{3}$  per cent. in excess of approved working pressure at least once every four years, and so that the testing will coincide with the lifting of the vehicle. Such test pressures are to be maintained for a period of one minute.

The date of test is to be stenciled on each reservoir.

A record is to be kept by each Officer-in-Charge, giving full particulars of the vehicle-number, date the reservoirs are tested and the Brake Inspector will periodically inspects such records.

NOTE---This clause does not apply to cast-iron reservoirs that are integral with the brake-cylinders.

**(4) WESTINGHOUSE-BRAKE RESERVOIRS: Draining of Locomotive and Tender**

The reservoirs and drain-cups on engines and tenders are to be drained of any accumulation of water at least once every week, or at lesser periods if desirable.

Each Sectional Officer- in-Charge is required to keep a suitable record showing the date on which all reservoirs and drain-cups under his control were drained. The Brake Inspector will periodically inspect these records.

**(5) WESTINGHOUSE-BRAKE RESERVOIRS, Welding of**

The repair of W.H.B. reservoirs by welding is not permitted without the written authority of the Chief Mechanical Engineer.

**(6) WESTINGHOUSE-BRAKE RESERVOIRS, Failure of**

Should a serious failure occur to a Westinghouse-brake reservoir when in service, the Chief Mechanical Engineer must be immediately and fully advised, and under no circumstances are repairs to be effected without written authority from the Chief Mechanical Engineer.

[

NOTE ON CODE 28

All reservoirs shall be subjected to a hydraulic test pressure of  $33\frac{1}{3}$  per cent. in excess of working pressure at intervals of less than 4 years.]