

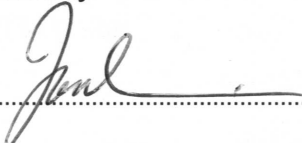
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Level 2

Depot Facilities

Endorsement and Authorisation

Endorsed by:



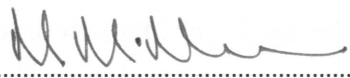
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Issue record

Issue	Date	Comments
1	June 2008	First issue. Supersedes document RT/CES/3/01327, to include optimised requirements of On Track Machines and Infrastructure Support Wagons

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 01 September 2008.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 4 to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Stage 4 was reached and not to comply with requirements contained herein, unless the designated Standard Owner has stipulated otherwise in the accompanying Briefing Note.

Reference documentation

Doc Ref Number Title

CP-PM-014	T&RS Depot Facilities Interface
GE/RT8000/TW3	TW3 – Preparation & movement of locomotive hauled trains (incl. HSTs, push-pull, postal & parcels)
GI/RT7010	Lighting of Railway Premises
GM/RT2004	Requirements for Rail Vehicle Maintenance
NR/L1/RVE/0002	Maintenance, Operation and Use of Rail Vehicles
NR/L2/RVE/0130	Design and Installation of Carriage Wash Machines
NR/L2/RVE/0031	Design and Installation of Fuelling Systems
NR/L2/RVE/0132	Design and Installation of Cranes
NR/L2/RVE/0133	Design and Installation of Underfloor Wheel Lathes
NR/L2/RVE/0136	Specification for Vehicle Lifting Jacks
NR/L2/RVE/0037	Design and Installation of CET Systems
NR/L2/RVE/0038	Design and Installation of Bogie / Wheeldrop Facilities
NR/L2/RVE/0039	Design and Installation of Traversers
NR/L2/RVE/0040	Design and Installation of Turntables
NR/L2/RVE/0041	Design and Installation of Depot Protection Systems
NR/L2/RVE/0044	Guidelines for Depot Design
RT/CES/3/01326	Rail Vehicle Engineering Assurance Plans
RT/CES/3/01354	Maintenance and Repair of Rail Vehicles – Competence and Training Requirements

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RT/E/G/00007 Company Guidance Note: Generic Environmental Management
for Light Maintenance Depots

RT/ENGP/06 Buildings, Stations & Depots Engineering Policy

RT/ENGP/07 Rail Fleet Engineering Policy

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1 Purpose

This standard defines the minimum engineering requirements for facilities used for the servicing and maintenance of rail vehicles which are owned, hired or leased by Network Rail, where Network Rail has engineering responsibility.

The engineering requirements contained in this document are intended to form a means by which the suitability of maintenance and servicing facilities can be determined and specified to meet the needs of rail vehicle maintenance and overhaul works, both safely and efficiently.

2 Scope

This specification covers facilities for rail vehicles that Network Rail owns outright, or has a management or engineering responsibility for, under various finance, lease or hire agreements. These rail vehicles are either operated by Network Rail or, under contractual agreement, by a third party Railway Undertaking.

It also considers the requirements of vehicles which Network Rail may add to the fleet due to future business requirements.

It does not seek to specify the requirements for facilities engaged in the maintenance of rail vehicle - mounted modules, Road Rail Vehicles, Rail Mounted Maintenance Machines or any other rail vehicle which does not work outside a possession. In addition, this document does not prescribe the facilities required for infrastructure maintenance depots.

The types of locations covered include stabling facilities, servicing facilities, light and heavy maintenance facilities, and National Fleet Engineering Centres for vehicle overhaul, repair and refurbishment.

It is the responsibility of each Network Rail Delivery Unit involved in the applicable rail vehicles to demonstrate compliance with this document through their respective Delivery Unit Handbooks.

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3 Definitions

Facility

The place or location where the servicing and/or maintenance activities take place, e.g. siding, depot, main workshop

Stabling Facility

Locations used for placement of rail vehicles pending operational duties. Facility to perform daily inspection and preparation of vehicles.

Servicing Facility

Locations undertaking regular servicing operations as required; such as cleaning, fuelling, lubrication, watering and any vehicle specific servicing requirements of the vehicles. Limited visual and environmental checks can be carried out alongside and within vehicles, with limited time and facilities for repairs. Used for placement of rail vehicles pending operational duties.

Light Maintenance Facility

Locations undertaking examinations from within, alongside and beneath vehicles. Work orientated towards safety of the line and environmental items. Limited time and facilities for repairs and component changing.

Heavy Maintenance Facility

Covered accommodation providing access from within, alongside and beneath vehicles. Separation of vehicles can be accommodated. Vehicle lifting facilities and mechanised handling equipment available for component changing. Extensive spares holding and some repair work possible on vehicles.

National Fleet Engineering Centre

Major engineering establishment undertaking heavy repair of vehicles, which may include body reconstruction, re-trimming and painting. Facilities for changing, overhauling and storing components. Test facilities for components and vehicles.

Siding

A generic name for a length (or lengths) of track where rail vehicles can be stabled off the main running line, with little or no facilities for planned maintenance or servicing of vehicles on that road.

Depot

A generic name for a location that is dedicated to undertaking rail vehicle maintenance, servicing, stabling and storage, and has the facilities to undertake such work.

Maintenance Plan

The Vehicle Maintenance Instruction, Vehicle Overhaul Instruction, and all other supporting subsidiary documents that are referenced for a particular rail vehicle or fleet of rail vehicles.

PPM

Planned Preventative Maintenance

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VIBT

Vehicle Inspection / Brake Test

VMI

Vehicle Maintenance Instruction

VOI

Vehicle Overhaul Instruction

All other terms used within this document are described in the relevant Railway Group Standards, the Network Rail Train Operations Manual, or other applicable Network Rail document.

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4 Requirements

4.1 General

The Head of Rail Vehicle Engineering is responsible for defining the minimum engineering requirements associated with the provision of facilities for the stabling, servicing, routine maintenance and heavy overhaul of Rail Vehicles.

This standard shall apply to all facilities, owned by Network Rail or otherwise, which are used for the stabling, servicing, routine maintenance, overhaul or repair of rail vehicles for which Network Rail has engineering responsibility.

Due regard for the scheduled and arising work content for routine maintenance and overhaul for a particular rail vehicle, as detailed in the applicable Vehicle Maintenance Instruction (VMI) and Vehicle Overhaul Instruction (VOI), shall be considered when determining depot requirements. These are documented below in **4.1.1 – Scope of maintenance activities.**

4.1.1 Scope of maintenance activities

Suitable facilities shall be provided to enable the following activities to be carried out on rail vehicles:

- Accommodation for stabling between duties, and/or before and after maintenance or overhaul
- Servicing, cleaning, watering, fuelling and examination. In some cases this may include emptying of controlled emission toilets, restocking of consumables and loading/unloading of commodities on/off rail vehicles.
- Routine maintenance of the vehicle to meet operational requirements, as per the vehicle maintenance plan.
- Work arising while performing routine maintenance on the vehicle.
- Repair/Refurbishment – making good of damage / upgrade and life extension.
- Overhaul - work carried out to major components, systems and equipment, and livery.
- Storage/Disposal – out-of-use stabling, breaking up, controlled removal of asbestos.
- Movement/Delivery/Recovery by road access.
- Inspection and Testing

These facilities may be provided in the form of open sidings, sidings under partial cover, or fully enclosed depots, workshops or self-contained plant. This is dependent upon:

- The operational needs of the fleet
- The amount of work being performed at that location
- The complexity of the activity to be carried out

Refer to **4.2** for further details.