

MT/263

B.R. SPECIFICATION
FOR
THE EXAMINATION
OF
MOQUETTE LOOSE SEAT COVERS

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Issued by:-

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OF MOQUETTE LOOSE SEAT COVERS

Introduction

The concept of loose seat covers was introduced into BR rolling stock some ten years ago, to allow a quick response at local level to the damage and soiling which inevitably occurs during the day to day running of the vehicles.

This permits the quality of our product to be maintained and our interiors to be more fashionable, both of which can then be more confidentially marketed.

Bringing this "quick change" facility within the daily round of depot servicing brings with it an increased responsibility for achieving standards which accord with the business aspirations in what is a very subjective area.

The following specification defines minimum acceptable standards. While acknowledging that there are many pressures of time and economics on daily servicing, we must also be aware of the importance of the long term effect of our customers' first impressions.

The use of moquettes in loose cover form is the result of a natural progression from medium life flat cloth covers, to covers which have a longer serviceable life with lower maintenance requirements.

Foreword

This document is for use by BR staff engaged in the examination or servicing of covers and dry-cleaning contractors who have the responsibility for the cleaning of loose covers used in passenger vehicles and specifies the maximum permitted level of faults. Those with fault levels in excess of the specified limit must be rejected and disposed of.

Technical queries must be addressed to:-

Director of Mechanical and Electrical Engineering
Materials Technologist
Room 2 PDU
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London road
Derby
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Railway E.T.D. 056 - 2727

Scope

This document covers the standards of acceptability of moquette loose covers for use in passenger vehicles. It is divided into sections corresponding to each examination area.

References

Reference is made to the following specifications:-

BR 29620 :- Carriage Cleaning Handbook.

General

Covers with irreparable damage on the surface visible to the customer must be disposed of and replaced. Covers with stains not removed after dry cleaning must be disposed of and replaced. All covers which have shrunk, have irreparable tears and holes on the sides and back, as well as those that are excessively worn shall be disposed of and not forwarded to the cleaning contractor.

SECTION 1

EXAMINATION OF MOQUETTE LOOSE SEAT COVERS IN SITU ON VEHICLE

Examination must take place in full train lighting

The covers with the following faults must be replaced with new or cleaned covers.

1.1 HOLES, CUTS AND TEARS

Any seat covers with holes etc. on the wearing surface must be removed and TAKEN TO THE STORES AND SCRAPPED

SEE PHOTOGRAPH NO. 7, UNACCEPTABLE TEAR

1.2 WEAR - PILE LOSS

Seat covers which are heavily worn, (i.e. the pile of the moquette having been worn away) must be TAKEN TO THE STORES FOR SCRAPPING.

SEE PHOTOGRAPH NO. 8, WORN COVERS (PILE REMOVED)

1.3 STAINS

Covers with any stains visible to the passenger must be removed and TAKEN TO THE STORES.

SEE PHOTOGRAPH NO. 9, UNACCEPTABLE STAINS

1.4 CHEWING GUM

If chewing gum cannot be easily removed from a seat cover, the cover must be removed, TAKEN TO THE STORES and replaced with a new or serviced cover.

SECTION 2

EXAMINATION & SORTING OF REMOVED LOOSE SEAT COVERS PRIOR TO DISPATCH TO THE CLEANING CONTRACTOR

Covers must be examined in good lighting conditions

2.1 SORTING

Any covers which show faults as described in Section 1 and illustrated by photographs Nos. 7 & 8, must be SCRAPPED.

Details of the type and quantity must be recorded and given to the Area Manager, to enable replacements to be ordered.

Covers which require repairs to the sides and back must be forwarded to the laundering contractor separately from those requiring cleaning only. Each consignment must be clearly marked with the name and address of the despatching depot, together with the relevant instructions; i.e. "DRY-CLEAN", "REPAIR/DRY-CLEAN".

2.2 COVERS REQUIRING REPAIR

2.2.1 Face of Covers

SEAT COVERS WITH HOLES OR TEARS VISIBLE TO THE PASSENGER MUST BE REMOVED AND SCRAPPED.

Details of the type of cover and quantity must be recorded and given to the Area Manager to enable replacements to be ordered.

2.2.2 Back and Sides of Covers

Covers which have tears or holes in the side and/or back shall be forwarded for repair by sewing or patching providing the cover has not already been repaired to such an extent that the shape and size would be adversely affected.

Covers which have already been heavily repaired or patched shall be REJECTED AND SCRAPPED.

Details of the type of cover and quantity shall be recorded and given to the Area Manager to enable replacements to be ordered.

2.3 CHEWING GUM

Chewing gum shall be removed with the aid of a brush handle or spatula and a freezing agent as described in the appropriate section of the BR Cleaning Handbook.

Materials and Equipment - Chewing gum remover - BR Cat No. 7/20405
- Dustpan and brush - BR Cat No. 11/9460
and 5/1597

Method - a) Freeze wad of gum by spraying with chewing gum remover
b) Break up wad with brush handle or suitable implement
c) Sweep up before gum thaws.

2.4 STAINED COVERS

Stains which will be seen by passengers shall not be permitted. Stained covers shall be removed and forwarded for dry-cleaning in the manner described in Section 4. An illustration of typical unacceptable staining is given in photograph No. 9.

SEE PHOTOGRAPH NO. 9, UNACCEPTABLE STAINS

SECTION 3

EXAMINATION OF LOOSE SEAT COVERS RETURNED FROM DRY-CLEANERS

Covers must be examined in good lighting conditions

3. REPAIR

3.1.1 Darns on the Face of Covers

NO DARNING WILL BE ACCEPTED ON THE SURFACE VISIBLE TO THE PASSENGER.

Any cover with a darn on the visible face of the cover must be REJECTED AND SCRAPPED.

The Area Manager shall be informed if any covers are returned from the cleaning contractor which have been darned on a surface which would be visible to passengers, in order that such repairs are not paid for or continued.

3.1.2 Repairs on the Sides and Back of Covers

Any darning carried out by the cleaning contractor shall be neat and of the same overall colour as the area repaired and should not protrude excessively above the surface.

Covers which have been distorted by poor repair methods shall be REJECTED AND SCRAPPED.

Details of the type and quantity of covers shall be recorded and given to the Area Manager to enable replacements to be ordered.

3.2 STAINS

Covers which still have stains visible to the passenger after cleaning must be REJECTED AND SCRAPPED.

Details of the type and quantity of covers shall be recorded and given to the Area Manager to enable replacements to be ordered.

IF THE CLEANING CONTRACTOR RETURNS A HIGH NUMBER OF POORLY CLEANED OR UNREPAIRED COVERS, INFORM THE SUPERVISOR.

SECTION 4

DRY-CLEANING CONTRACTOR: CLEANING AND REPAIR OF MOQUETTE LOOSE SEAT COVERS

4. GENERAL

Covers received from a BR Depot shall be cleaned and/or repaired as required and then be returned to that same Depot.

4.1 DRY-CLEANING

Dry cleaning shall be carried out in a machine capable of having a controllable amount of water added together with a dry-cleaning soap. The water charge shall only be greater than 4% v/v if approved by the Materials Technologist and adequate steps are taken to prevent shrinkage.

4.2 CLEANING OF COVERS WITH STAINS NOT REMOVABLE BY DRY-CLEANING

Alternative methods of stain removal may be used on covers which have not responded to the above dry-cleaning technique, providing the method has the prior approval of the Materials Technologist and/or the Director of Operations. The technique used shall not cause shrinkage, colour change or degradation of the material.

NOTE 1.

Spot cleaning of some identifiable stains prior to dry-cleaning may be desirable in some instances but any charge for this or any cleaning technique additional to dry-cleaning must be agreed prior to commencement.

4.3 REPAIRS

Tears, cuts or holes on the sides or backs of the covers may be repaired by seaming and/or patching with the same pattern material. Seams shall not be excessively thick or made in such a way that the cover is changed in shape or size such that it cannot be easily fitted to the seat.

ANY COVER WITH TEARS, HOLES OR CUTS ON THE COVER SURFACE VISIBLE TO PASSENGERS MUST BE SCRAPPED AND NOT REPAIRED.

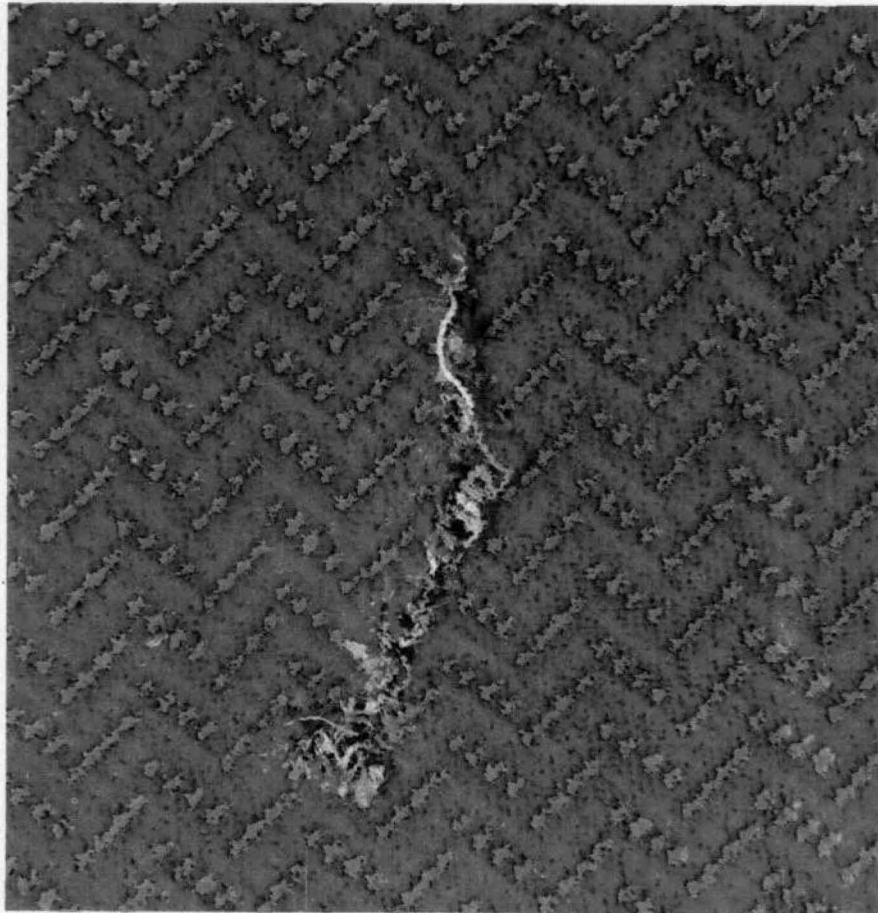
4.4 ENQUIRIES

Enquiries, initially and in relation to operational matters shall be made to the Depot or Area Manager.

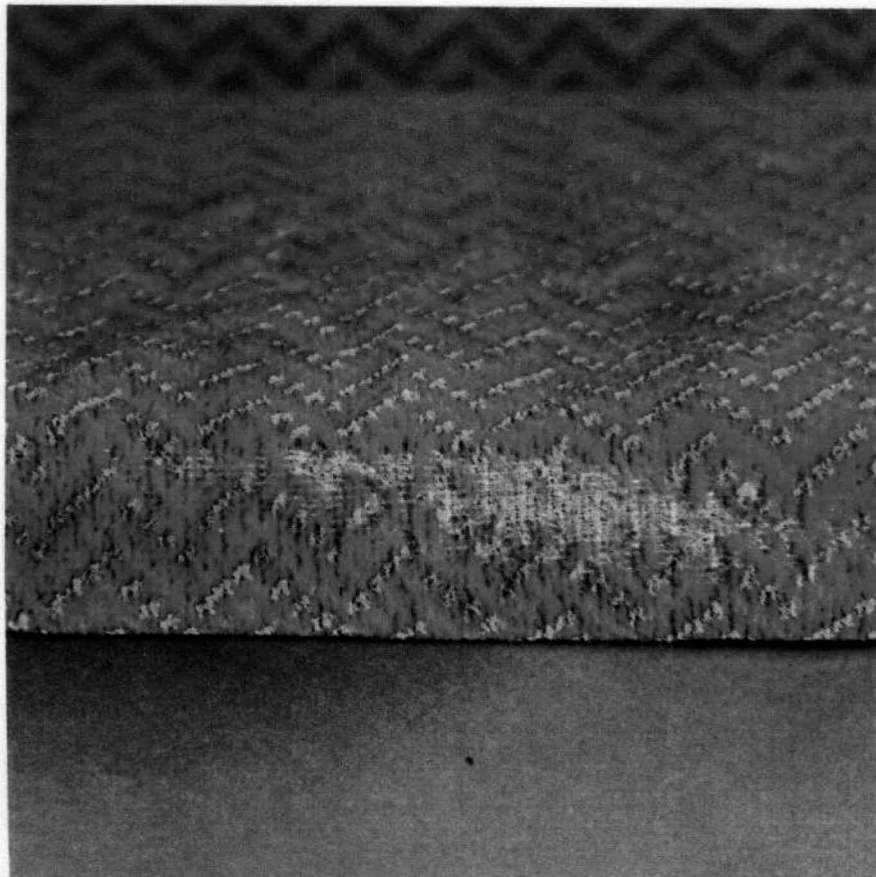
The Materials Technologist should be contacted by the Depot or Area Engineer if clarification of any matter appertaining to this specification is required.

MARCH 1986

Photograph No.7 Moquette – Unacceptable tear
(Photograph D12572/7)



Photograph No.8 Moquette – Unacceptable pile wear
(Photograph D12572/8)



Photograph No.9 Moquette – Unacceptable stain
(Photograph D12617/1)

