

DP1/03/1666

4/6

Enquiries: Keith Satie 08 9212 2766
Your reference: A69/20/45

RECEIVED RECORDS
17 DEC 2009
ACTION OFFICER: K. Deane
OBJECTIVE ID eA: 1353232



GPO Box S1422
Perth WA 6845

2-10 Adams Drive
Welshpool WA 6106

Telephone (08) 9212 2500
Facsimile (08) 9212 2730

Australia Western Railroad Pty Ltd
ABN 39 094 792 275

Mr Ken Deane
Principle Rail Safety Officer
Dept. of Transport W A
Office of Rail Safety

15 December, 2009



Dear Ken,

I am writing in relation to an incident that occurred within AWR on one of our JT42C S class (3300) locomotives that has the potential to affect other accredited rail operators that use the same type of locomotive and also the GT46C Q class (4000) within their operation.

The incident centred on the WABTEC braking system, Independent brake handle coming out of its receptacle while the locomotive was used in a low speed loading operation. The cap screw that came out that secures the brake handle is covered by the brake housing and not easily visible and therefore would not be something that would normally be checked.

The investigation was conducted and the finding of the investigation is;

- The cap screw that secures the independent brake handle to the independent brake portion had rattled loose and was sitting in the bottom of the brake cover. This allowed the independent brake handle to pull out when the locomotive operator made an independent brake application.

The immediate safety actions are;

- A new woodruff key and cap screw were fitted to the brake portion and secured using loctite thread sealer to prevent the cap screw vibrating loose

The safety actions undertaken by AWR to address the possible effect on the locomotive fleet are,

- Immediate general inspections of all S class and Q class locomotives to ensure the cap screws are tight on the independent brake handles.
- The cap screws that secure the independent brake handle to the independent brake portion are checked for security at all lettered services.



I believe there are a number of other companies that have the same type of locomotives in use and that this finding is important and the learning should be shared. All other rail companies that use these locomotives may be at risk of this occurring to them causing a more serious incident should circumstances be slightly different.

I would appreciate it if this could be communicated to those via your office as a shared rail safety learning.

Kind Regards

Keith Satie
Incident Management and Investigations Coordinator
ARG - a QR Company

2-10 Adams Drive Welshpool WA
P 921 22766
F 921 22736
M 0417 092 786

To have an incident is regrettable - To learn nothing from it is unforgiveable!