



# Rail Industry Safety Notice



## RISN No. 16

### Warning of Potential Asbestos Material in Bogie Side Bearer Wear Pads

#### Background

The Independent Transport Safety and Reliability Regulator (ITSRR) has been asked by Pacific National to distribute the attached safety notice to NSW rail operators.

#### Action

Accredited persons are advised to read the attached information issued by Pacific National and take action as appropriate.

Carolyn Walsh  
**Chief Executive**

# Rolling Stock Notice

**RSN No E – 07-017**

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<b>Applicable Dates</b>	From 16 March to Ongoing
<b>Approved By</b>	Adam Boughton Manager – Engineering Group
<b>Issued By</b>	Operation Services Division, Pacific National
<b>Date of Issue</b>	16 March 2007
<b>Employee Group</b>	Terminal Operators, Supervisors and Managers, Wagon Maintenance staff, Supervisors and Managers

**SAFETY  
CRITICAL  
CATEGORY**

**A**

## Suspect Bogie Side Bearer Fibrous Wear Pads

### Purpose:

This RSN has been issued to alert you to the recent discovery of Chrysotile (White) Asbestos in 'YM' (two piece) bogie side bearer fibrous wear liners. The purpose of this RSN is to describe how you should identify and manage fibrous bogie wear liners.

### Background:

During the early 1990's the material used in the wear liners fitted to the top of the side bearer on the 'YM' (two piece) type bogie was altered to a more durable nylon material and the fibrous wear liners prior to this period were discontinued.

The fibrous liners were manufactured up until 1989 from a "Phenolic Resin Asbestos Laminate" material as detailed on drawing SRA 302-944.

Since that time the nylon style wear liner is the only type available as a replacement for these liners.

Recently, it has been discovered that some old fibrous wear liners fitted to YM bogies may still be present. Primarily these have been discovered in old stored bogies located at bogie overhaul contractors. Currently it is unclear whether or not these liners are still used in operational wagons.

An Industrial Hygienist has been contracted to investigate this issue, as a matter of priority, and will conduct a risk assessment to determine whether there is any potential health and safety risk from these fibrous liners.

The Industrial Hygienist is conducting atmospheric testing at terminals and wagon maintenance workshops.

Testing at maintenance workshops will determine the exposure potential that may be experienced when undertaking bogie removal and side bearer replacement, as well as general air monitoring.

As a precautionary measure to ensure the safety and welfare of all involved staff, an update to the Wagon Maintenance Manual 08-04 has been issued.

## Wear Liner Identification

Nylon type wear plates generally appear as dark grey in colour as indicated in figure 1 or in some cases yellow. These materials will not show evidence of fibers.

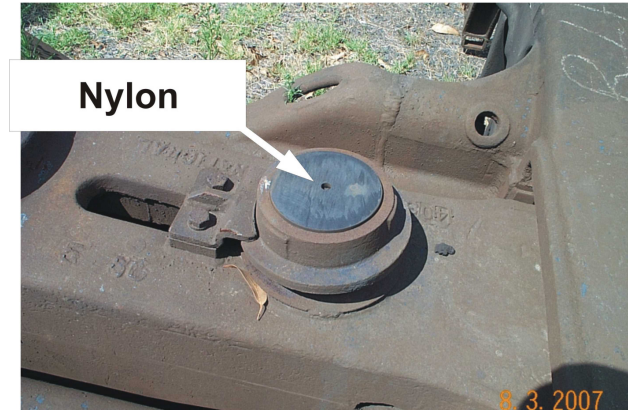


Figure 1.

No special consideration is required for nylon type wear liners and replacement of these can proceed as required by WMM 08-03.

The fibrous type wear liners have a distinctive woven appearance (Cross check) and are generally light gray in colour as indicated in figure 2.



Figure 2

Where fibrous wear liners are found, or where this is any doubt as to the type of liner the procedures outlined in WMM 08-04 are to be followed. WMM 08-04 details, the requirements for safe handling of fibrous wear liners.

## Actions

Staff must inform their immediate Supervisor or Local Maintenance Manager if they identify a fibrous wear liner or suspected fibrous wear liner.

Work shall not commence on bogies fitted with the side bearers previously mentioned until risk control measures nominated by WMM 08-04 are in place and staff involved with the maintenance YM bogies have been fully briefed in the use of the WMM.

Following introduction of control measures maintenance staff shall take every opportunity to inspect YM bogies for the presence of fibrous wear liners provided the requirements of WMM 08-04 are followed.

**This notification will remain valid until: Ongoing**

Reference documents:- NIL

Any concerns with the details of this RSN instruction should be directed toward your immediate supervisor and/or Local Maintenance Manager.

Would all applicable managers responsible for distribution, or their delegated representatives, please acknowledge receipt of this instruction by return e-mail.

**Document control ranking:** *Safety Critical Document* **Category A** (*signature and briefing required*).

**Adam Boughton**

Manager – Engineering Group  
Pacific National Pty Ltd