



# Rail Industry Safety Notice



**RISN No. 18**

## Potential Defect in CQMY Wagon Brake Equipment

### Background

The Independent Transport Safety and Reliability Regulator (ITSRR) requests that accredited persons and rolling stock maintainers in NSW read the attached safety alert issued by SCT Logistics in relation to a potential defect in CQMY wagon brake equipment.

SCT Logistics has provided this alert to ITSRR for distribution to the rail industry.

### Action

Accredited persons in NSW are requested to inform ITSRR if they have CQMY wagons with this type of brake beam to brake head connection in their fleet as described in the attached alert and:

1. inform ITSRR if similar defects have been found in bogies of a similar type;
2. advise ITSRR of the steps taken to manage the risks associated with the potential failure of the brake beam to brake head connection including inspections, maintenance, contractor management, interface management and defect management;
3. liaise with the relevant infrastructure manager to ensure the residual risk to the NSW rail networks does not increase.

Information is to be forwarded to ITSRR - contact Mr Kevin Kitchen on (02) 8263 7103 or [kevin.kitchen@transportregulator.nsw.gov.au](mailto:kevin.kitchen@transportregulator.nsw.gov.au) by Friday, 1 June 2007.

Carolyn Walsh  
**Chief Executive**

## SCT Logistics Safety Alert

### SCT SAFETY ALERT

Date Issued: 1 May 2007 Safety Alert No: **NATIONAL RAIL : 1- 2007**

**Attention:**

All train examiners / maintenance personnel and rail safety workers.

**Subject:**

A trend is starting to emerge where the rivets (huck bolts) on the brake shoes of CQMY wagons fitted with Knorr brake beams are wearing / loosening.

#### **Instruction**

Effective immediately attention it to be made during train examination and programmed maintenance of wagons for any signs of loosening or wear to rivets (huck bolts) of wagon brake shoes, with particular attention to be made of the CQMY wagons where Knorr brake beams are fitted.

**Please refer to Attachment A, which contains 2 photographs of the subject rivets (huck bolts) on a CQMY wagon**

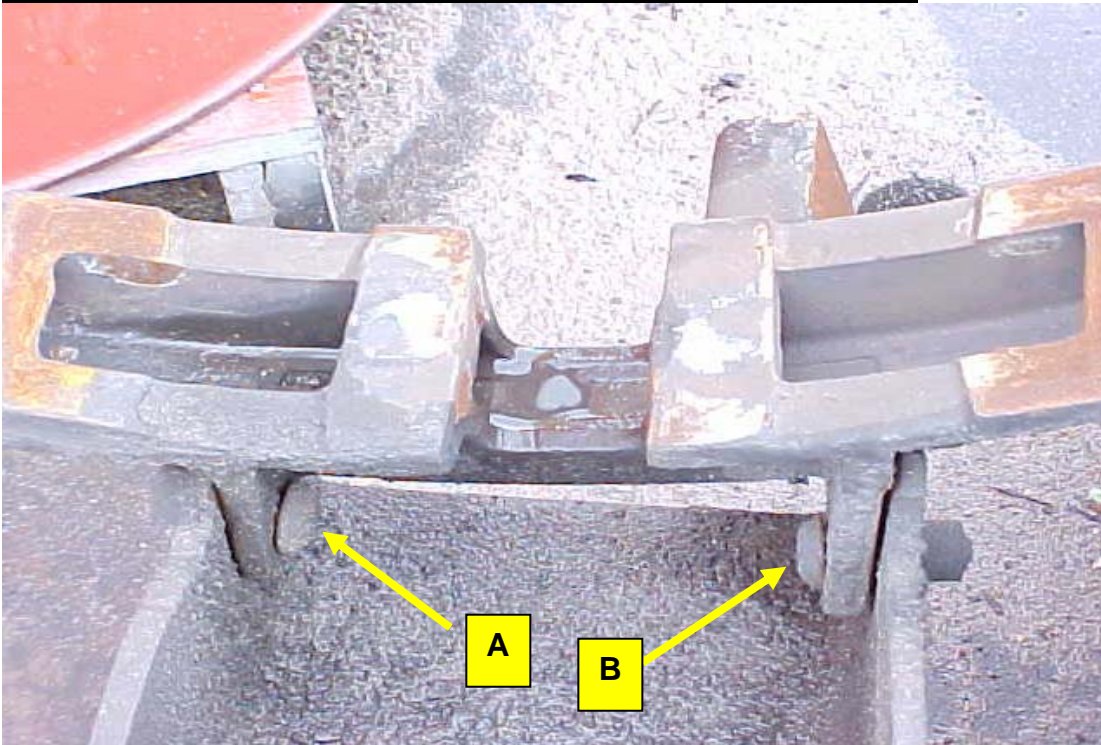
#### **RAIL MANAGER / SUPERVISORS NOTE**

Please ensure that you consult with your train examiners / maintenance providers about this issue and have them report any wearing of the rivet (huck bolts) to you as a priority. Ensure that the train examiners / maintenance providers card the subject wagon and that consultation occur to determine whether it is safe to isolate the wagon's air in order for it to travel to our repair facility. If consultation deems it unsafe for the wagon to travel with the air isolated, then the wagon is NOT TO RUN, and you are to immediately advise the National Operations Manager - Rail.

Issued by SCT National Accreditation / Compliance Manager, Christopher Curran

## SCT Logistics Safety Alert

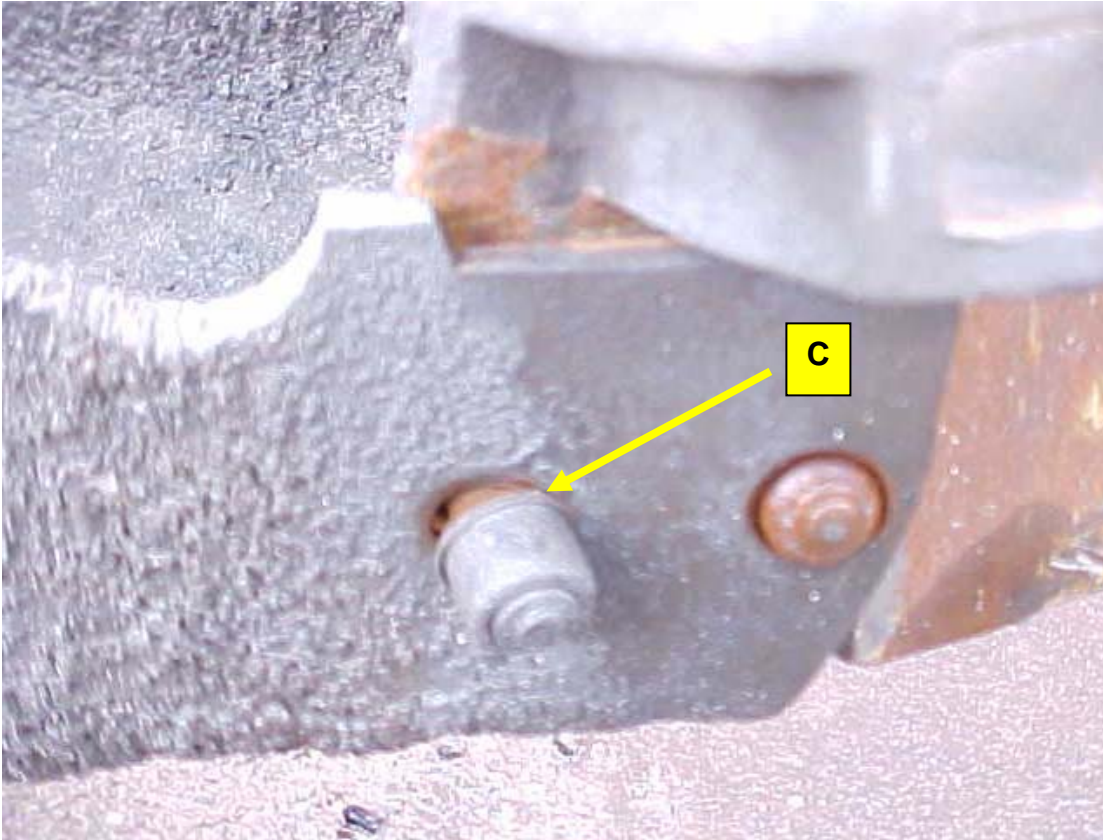
### ATTACHMENT A – NATIONAL RAIL SAFETY ALERT 1 - 2007



Arrows A & B in photograph 1 indicate to the subject rivets (huck bolts) on a Knorr brake beam of a CQMY wagon.

**SCT Logistics**

**Safety Alert**



Arrow C in photograph 2 indicates to a loose / worn rivet (huck bolt) on a Knorr break beam of a CQMY wagon, which is the subject of this safety alert.