



INDEPENDENT
TRANSPORT
SAFETY AND
RELIABILITY
REGULATOR

safe and reliable transport services for new south wales

Rail Industry Safety Notice



RISN No. 21

RETAINER PIN ASSEMBLY – CHQY, CHSY, FQPY & FQCY WAGON COUPLERS

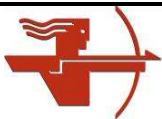
Background

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 FreightLink in relation to a derailment in the Northern Territory.

Action

ITSRR requests that operators review this alert and assess the information and risks described. Operators are to ensure that any similar risks are being managed.

Carolyn Walsh
Chief Executive



Murray Key Retainer Pin Inspection Instruction on the FPPY and FQCY Fleet.

Reference Number_ Revision
Number
FL-WI-03-026

1.0 General

There has been a recent incident where a coupler from a CHQY dislodged from the wagon and caused a number of CHQY and CHSY wagons to derail.

The CHQY, CHSY, FQPY and FQCY wagon couplers are secured with a murray key (horizontal key) which is held in place using a retaining pin assembly (refer to photo 1). The integrity of the retainer pin assembly is critical to ensure the murray key cannot dislodge while in operation.

2.0 Purpose

The purpose of this procedure is to ensure that all wagons operating on FreightLink services that are fitted with murray keys (CHQY, CHSY, FQCY, FPPY) have the retainer pin assembly and associated components inspected to ensure the murray keys will not dislodge while in service.

3.0 Scope

This procedure applies to the inspection of all murray key retaining pin assemblies and associated components on all CHQY, CHSY, FQCY and FPPY wagons.

4.0 Responsible Parties

FreightLink's contracted Wagon Maintenance and Train Inspection staff are to follow the specific requirements outlined within this procedure.

5.0 Related Documents

N/A

6.0 Definitions

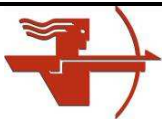
"Murray key retaining pin assembly" is a round pin, locking tab and split pin that is designed to fit through the end of the murray key to ensure the murray key cannot be dislodged while in operation.

7.0 Specific requirement

7.1 Immediate Fleet inspection

The murray keys and associated components are to be immediately inspected to ensure they are fit for service and actioned in accordance with table 1 below.

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Approved by: Rollingstock Manager		Section FLWI, Page 1 of 4



Murray Key Retainer Pin Inspection **Instruction on the FPPY and FQCY Fleet.**

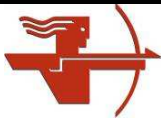
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The numbers of wagons as they are inspected are to be forwarded through to the FreightLink Rollingstock Manager and Planner who will assist to ensure all wagons are available to be inspected in a timely manner.

Inspection	Action
The murray key retaining pin is complete with retaining pin, locking tab and split pin (refer to photo 1).	<ul style="list-style-type: none"> Split pin missing, incorrect diameter, worn or damaged- replace with 8mm diameter split pin. Locking tab is missing – RED card wagon
Retaining pin and locking tab is worn	<ul style="list-style-type: none"> Retaining pin and locking tab worn more than 3mm on diameter – GREEN card for replacement if worn more than 3mm. Retaining pin and locking tab worn more than 5mm –RED card wagon for repairs
The retaining pin is fitted with a cover type (refer to photo 2) retainer.	<ul style="list-style-type: none"> RED card wagon
Retaining pin is missing	<ul style="list-style-type: none"> RED card wagon for replacement of retaining pin assembly.
Wear ring is missing, worn or damaged (refer to photo 3)	<ul style="list-style-type: none"> If wear ring is missing, GREEN card the wagon for repairs If the wear ring is bent or excessively worn, GREEN card the wagon for repairs

Table 1

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Murray Key Retainer Pin Inspection Instruction on the FPPY and FQCY Fleet.

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7.2 Train inspection

When undertaking train inspection on the above wagon classes, close vigilance is required to ensure the retaining pins are fit for operation (in accordance with table 1). Any found defective in accordance with table 1 are to be actioned in accordance with this table.

7.3 Scheduled Maintenance or whenever a wagon is shopped for repairs

When undertaking scheduled or unscheduled maintenance on the above wagon classes, close vigilance is required to ensure the retaining pin assemblies are fit for operation. Any found defective in accordance with table 1 are to be repaired in accordance with table 1 before returning to service.

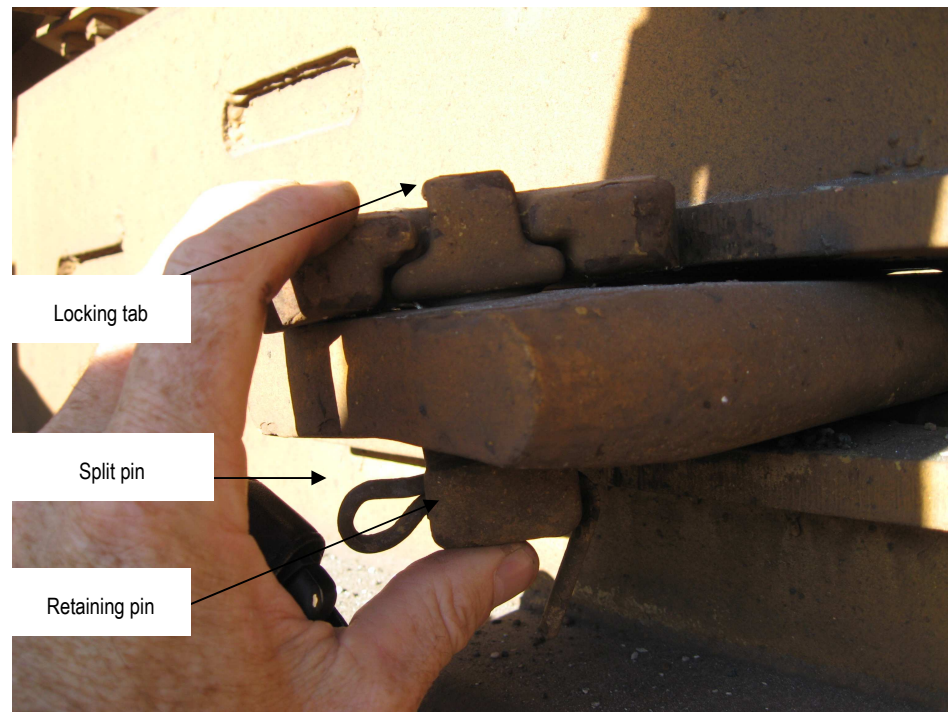
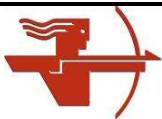


Photo 1

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Murray Key Retainer Pin Inspection Instruction on the FPPY and FQCY Fleet.

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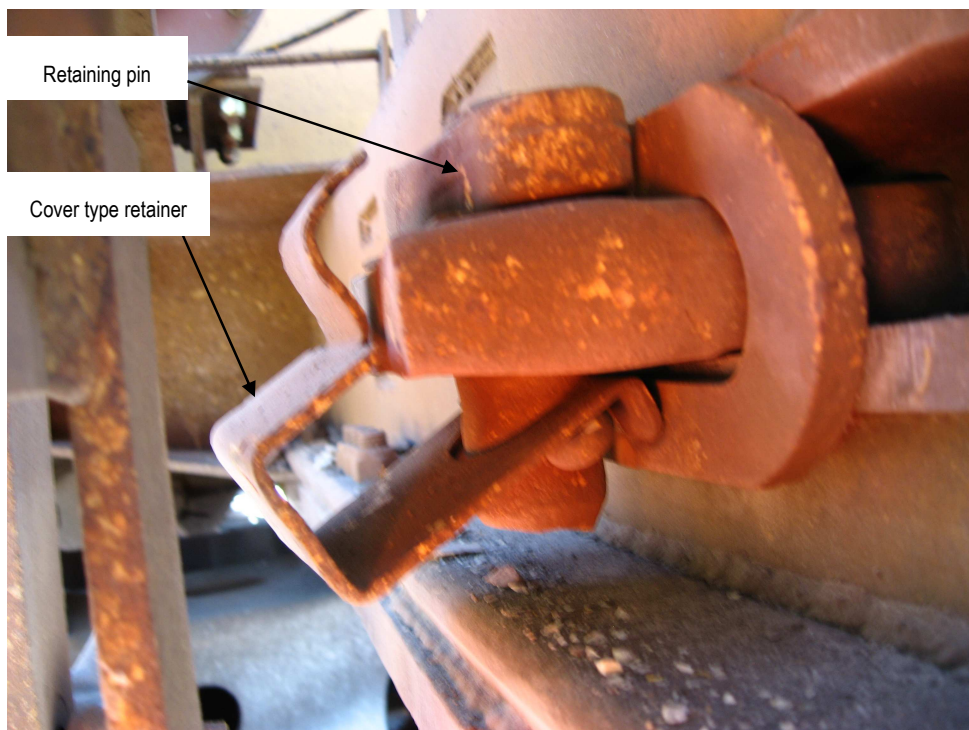


Photo 2



Photo 3

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On 22 April 2008 a coupler from a CHQY hopper wagon dislodged resulting in a derailment approximately 55km south of Darwin.

CHQY, CHSY, FQPY and FQCY wagon couplers are secured with a Murray Key (horizontal key) which is held in place using a retaining pin assembly (refer to photo attached). The integrity of the retainer pin assembly is critical to ensure the Murray Key cannot dislodge while in operation.

It has been identified that a number of wagons may be in service which do not have the retainer pin assembly and associated components. The absence of these parts is integral to the integrity of the Murray Pin.

FreightLink has today taken action by issuing a 'Murray Key Retainer Pin Inspection Instruction' to our contracted Wagon Maintenance and Train Inspection staff. This instruction provides guidance for immediate inspection and maintenance.

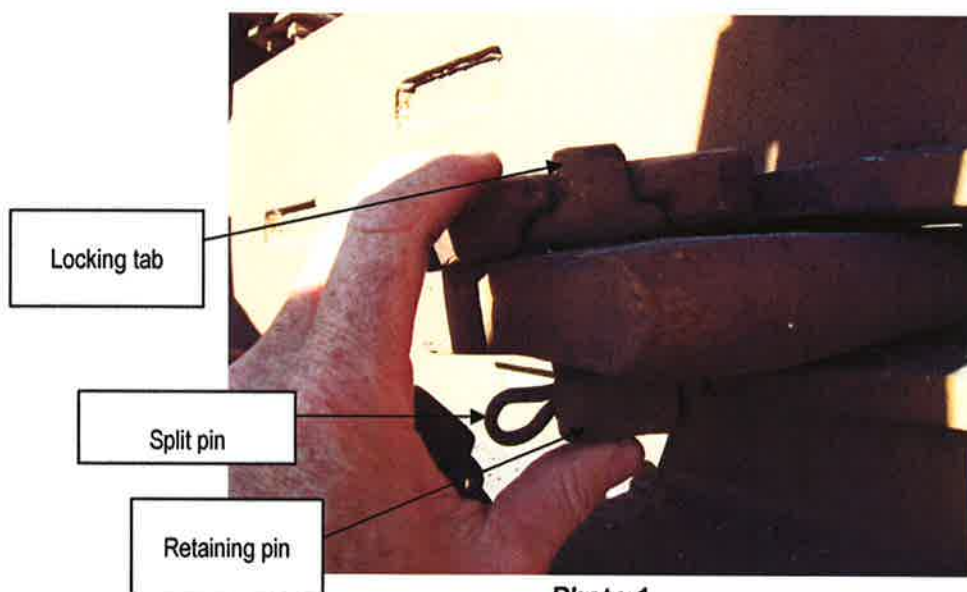


Photo 1



Sandra Jackson
RISK & COMPLIANCE MANAGER
24 April 2008