



# Rail Industry Safety Notice



**RISN No. 28**

## **WABTEC BRAKING SYSTEM (INDEPENDENT BRAKE HANDLE)**

### **Background**

The Independent Transport Safety and Reliability Regulator (ITSRR) has received advice from the Office of Rail Safety Western Australia concerning a safety issue with the WABTEC braking system and in particular the securing of the independent brake handle on JT42C S class (3300) and GT46C Q Class (4000) type mainline locomotives.

Australian Railroad Group (ARG) has provided the following information about an incident involving an Australia Western Railroad (AWR) JT42C S Class (3300) locomotive.

ARG's investigation into the incident found that the cap screw which 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.

Safety actions undertaken by AWR were:

- Fitting a new woodruff key and cap screw to the brake portion, secured using loctite thread sealer to prevent the cap screw vibrating loose.
- Conducting immediate general inspections of all S class and Q class locomotives to ensure the cap screws are tight on the independent brake handles.
- Checking the cap screws that secure the independent brake handle to the independent brake portion for security at all lettered services.

### **Action**

ITSRR requires rail transport operators to review the above information and assess the information and risks described.

Any operator with JT42C S Class (3300) or GT48C Q Class (4000) locomotives is required to initiate an inspection to ensure that so far as reasonably practical the risks identified above are mitigated and corrective action taken.

Len Neist  
**Chief Executive**