



SAFETY ALERT

DATE of ISSUE: 1 May 2008	NOTICE No: RSN 2008 - 01
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SUBJECT	Securing of Redundant Air Brake Hoses on Locomotives
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ADVICE TO:	All Rail Safety Regulators
FROM:	Rob Burrows - General Manager Rail Safety

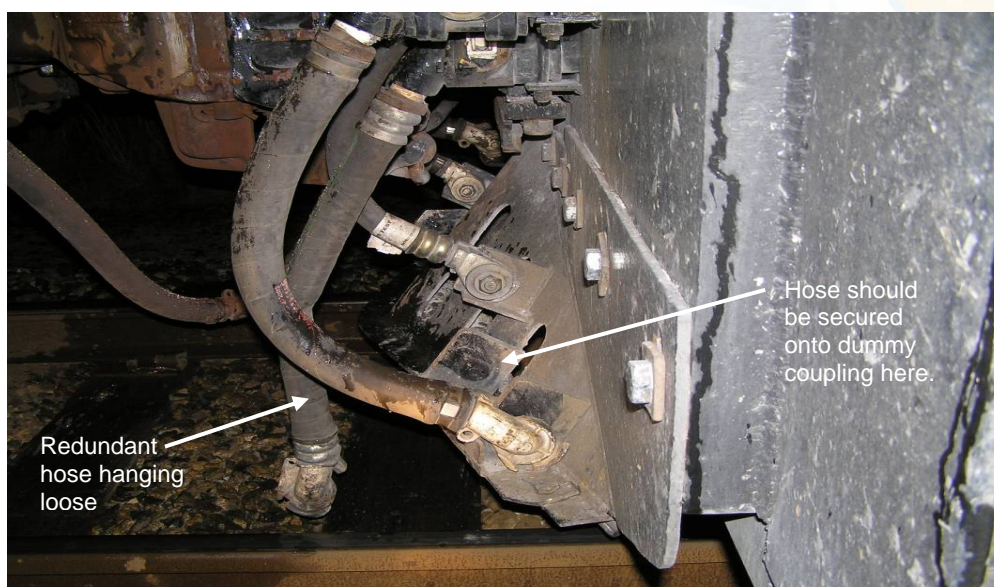
Background

A coal train operated by Australia Western Railroad in Western Australia has experienced the loss of train brake due to a redundant brake pipe hose on a DBZ narrow gauge locomotive coming loose and striking and closing the brake pipe angle cock on the leading coal wagon in its consist.

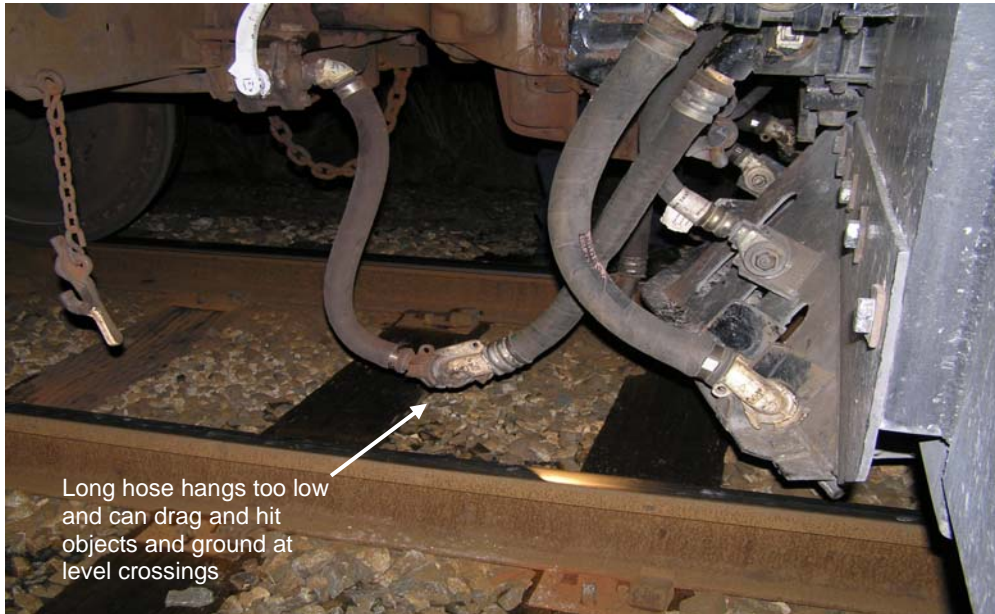
This incident occurred following the introduction to WA of coal wagons from Queensland classified VAOW, VAOG and BAUY which have longer hose pipes than the WA coal wagons. This resulted in diagonal connection of the brake pipe hoses in lieu of "in-line" connection between the locomotive and leading wagon.

The photographs below highlight the following:

1. The incorrect fitment of redundant hose onto dummy coupling



2. The possible impact of interstate wagons with non-standard hose pipe lengths



3. The potential for brake pipe isolating valve to be struck by un-restrained brake pipe hose



The following action is to be taken:

Accredited Rail Organisations should be advised that an immediate inspection of rollingstock should be undertaken to ensure that redundant air hoses on locomotives can be secured positively to ensure that they cannot come loose and strike and move air hose isolating valves.

With the tendency of companies to relocate rollingstock to operate in other states or jurisdictions the compatibility of hose pipe lengths needs to be checked to ensure that overall coupled lengths are within acceptable standards.

For further information, contact Clive Weaire on (08) 9216 8519