

Safety Alert

SA. No. 2011-03



NOTICE TO ACCREDITED RAIL OPERATORS

Subject

Wabcopac handbrake system failure.

Issue

Transport Safety Victoria has been notified of a safety issue with rolling stock fitted with the Wabcopac handbrake system.

An incident has occurred in New South Wales where two wagons were derailed, due to the handbrake system failing to hold the wagons.

For further details please refer to the attached CFCLA Safety Alert.

In order to ensure compliance with safety duties set out in the *Rail Safety Act 2006* (Vic), the following should be undertaken:

- Rail Operators should note this advice and take appropriate action.

For further information in Victoria, please contact Andrew Doery, Deputy Director, Rail Safety Operations on (03) 9655 6132.

THIS ADVICE IS EFFECTIVE IMMEDIATELY

Approved:

A handwritten signature in black ink that reads "Chris McKeown".

CHRIS McKEOWN
Director, Rail Safety

Date:
21 July 2011



SAFETY MANAGEMENT SYSTEM
RISK MANAGEMENT
SAFETY ALERT

1. OCCURRENCE DESCRIPTION			
1.1 Occurrence report no. yyymmdd OCM ZZ ##	N/A	1.2 Reported by	N/A
1.3 Date of occurrence dd mmm yyyy	2011 July 11	1.4 Contact details	N/A
1.5 Location	NSW		
1.6 Occurrence name	N/A		
1.7 Occurrence type	TBA		
1.8 Occurrence description	Ettamogah Derailment		
1.9 Supporting documents	This document supersedes 20081209CJWA01 (Circular 24-08)		

2. SAFETY ALERT No 20110712 SAA MS 4611			
2.1 Alert date	12 July 2011	Effective	Immediately and until further notice
2.2 Title	Safety Alert to ensure that all maintainers and operators are adjusting Wabcopac handbrake mechanisms correctly to prevent ineffective operation.		
2.3 System/equipment	This Alert is applicable to CFCLA rollingstock classes CQMY, CQKY, CQGY.		
2.4 Circumstances	See 1.8 above		
2.5 Safety issue description	Triggered by an operator occurrence in NSW, CFCLA identifies the need to reinforce the requirements for inspection of Wabcopac bogie mounted handbrake system adjustment. Whilst the cause(s) are being established, this Alert is issued to ensure any potential rolling stock hazards are managed to SAIRP (or ALARP).		
2.6 Consequences	Incorrect adjustment by maintainers and operators may result in handbrake ineffectiveness and loss of (hand) braking functionality.		
2.7 Reasons for issue	The purpose of this Safety Alert is to ensure that all maintainers and operators are made aware of the need to maintain proper adjustment and operation of the handbrake mechanism.		
2.8 Action request/required	<p>2.8.1 Inspection - All relevant CFCLA rollingstock (as above) will be inspected to ensure that the 4 wheels involved with the handbrake system are contacted by the brake blocks to provide brake effectiveness. NOTE: being a Wabcopac system, only two wheels in any one bogie are used for handbraking – the brake blocks at the other end of the axle are not required to make contact with the wheels as they are not part of the handbrake system.</p> <p>2.8.2 Actions on Inspection - where a component is inspected in the manner detailed in 2.8.1, the following actions are to be undertaken:</p> <p>2.8.2.1 If there is no defective component or adjustment, then normal recover / inspect / release actions are to apply.</p> <p>2.8.2.2 If there is evidence of a defective component or adjustment required, the handbrake system is to be repaired and adjusted as per manufacturer specification Wabcopac (OEM) Manual MEN2060.</p> <p>2.8.3 Actions following Inspection – when an inspection has been completed, CFCLA are to be informed (email to wagons@cfcla.com.au) of such an inspection, the wagon identity and if any repairs and/or adjustments were necessary.</p>		
2.9 Safety advice issued to	2.9.1 All CFCLA rollingstock maintainers and operators using above-mentioned CFCLA equipment.		
2.10 Issued by	Michael Stigwood, Wagon Asset Manager, CFCLA		

Issued to	Company	Action required [See 2.8 above]	Information only	Acknowledgement Alert Received
Operators	Various	Y	N	Name:
Rollingstock maintainers	Various	Y	N	Name:
philip.burrows@sa.gov.au	ORSR, SA	N	Y	Name:
Grant.Holliday@transportregulator.nsw.gov.au	ITSR	N	Y	Name:
Andrew.Doery@doi.vic.gov.au	PTSV	N	Y	Name:
Julius.Sigut@nt.gov.au	NT Regulator	N	Y	Name:
An Le	CFCLA	N	Y	Name:

3. ACKNOWLEDGEMENT

Please acknowledge receipt of this Alert by completing section "Acknowledgement Alert Received " above and return it by facsimile to **02 965 0011**, or email to compliance@cfcla.com.au

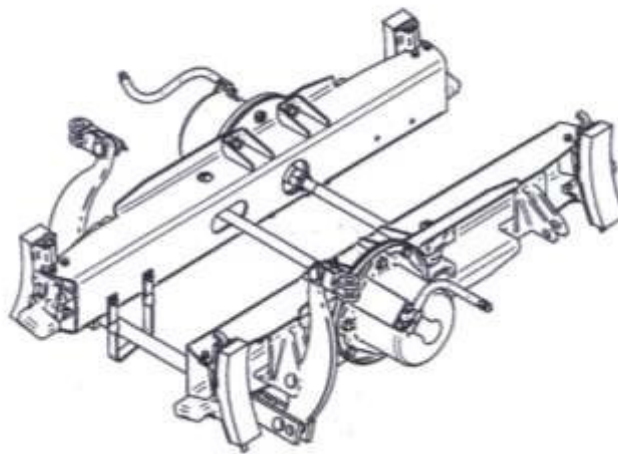


ADDENDUM

Information on Wabcopac Bogie Mounted Brakes

CQMY, CQKY and CQGY wagon are fitted with bogie mounted brakes that employ two brake cylinders mounted on each bogie (as shown below). Once the brake travel is set up on installation, there is no adjustment required for brake block wear from new to minimum brake blocks (hence no slack adjuster needed). CFCLA recommends the brakes block condemn limit as 12mm.

WFPAC Brake Assembly Std. Gauge Freight Wagon



For this type of brake system, the wagons are fitted with a hand brake that operates on one side of the bogies only (see compression rod arrangement on diagram) and as such, handbrake over the entire wagon is on four wheels, spread over four axles. The non-braked end of each wheelset may or may not have brake block contact with the wheel – this is normal.

Please note that if hand brake chain connections are not connected, and/or there is a bent or damaged pull rod or pivot, then the handbrake mechanism will lose effectiveness.

END OF DOCUMENT