

SIGNAL ENGINEERING INSTRUCTION
April 2006
ESI 06 03N

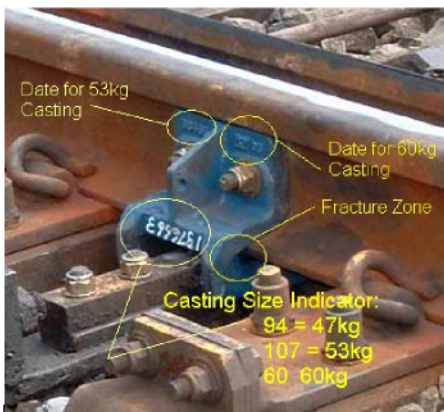
Inspection of Point Claw Locking Brackets

Scope

This instruction applies to all personnel involved in point maintenance.

Background

The claw locking bracket for the trailing end of 699B points at Flemington, NSW was found by RailCorp to have fractured, and as a result the points could not be locked. The item was manufactured by Queensland Rail foundries in 1996, and can be identified by the casting date "QR96". The cause of the fracture is currently unknown, however, vibrations caused by squat damage to the rail head could be a contributing factor. It is also not known whether the fault is isolated, or more widespread, therefore further testing of installed locking brackets may be required.



Claw Locking Bracket



Rail Head Damage

Fractured Locking Bracket



Actions

Signal maintenance staff are to inspect claw lock brackets during their next scheduled maintenance visit. The brackets should be cleaned and visually examined around the fracture zone for any signs of fatigue or cracking. The rail head must also be checked for damage, and the casting dates for each bracket should be noted with the location, point number, point end, and rail fitted, and sent to either Peter Tobin or John Gifford. Please see above for diagrams of the locking bracket, casting number, and rail head damage.

John Cowie
 Manager Standards & Systems

This document will continue to apply under the authority of the ARTC Manager Standards & Systems until further notice

Audience

Signalling
 Maintenance
 Staff

Main Points

Point claw locking brackets to be inspected for cracking and casting dates.

Enquiries

John Cowie
 08 8217 4293

Peter Tobin
 02 6333 7229

John Gifford
 02 4941 9664