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Government of India - Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011

संख्या: एमएस / एपीबी

दिनांक: 18.04.2006

महाप्रबन्धक (यांत्रिक)

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई– 400 001.
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700 001.
3. उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली – 110 001.
4. दक्षिण रेलवे, पार्क टाउन, चेन्नई – 600 003.
5. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद – 500 071.
6. दक्षिण पूर्व रेलवे, गार्डन रीच, कोलकाता – 700 043.
7. पूर्वोत्तर रेलवे, गोरखपुर – 273 012.
8. पूर्वोत्तर सीमान्त रेलवे, मालीगाँव, गुवाहाटी – 781 011.
9. पश्चिम रेलवे, चर्चगेट, मुम्बई – 400 020.
10. पूर्व मध्य रेलवे, हाजीपुर – 844 101.
11. पूर्व तटीय रेलवे बीडीए रटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा,भुवनेश्वर, उड़ीसा – 751 016.
12. उत्तर मध्य रेलवे, हास्टिंग रोड ,इलाहाबाद – 211 001.
13. उत्तर पश्चिम रेलवे, जयपुर – 302 006.
14. दक्षिण पश्चिम रेलवे, हुबली – 580 023.
15. पश्चिम मध्य रेलवे, जबलपुर – 482 001.
16. दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर – 495 004.

Sub: Procedure for brake continuity test on Air brake Coaching Trains (BG).
Ref: CME, NER's DO No.M/55/8/RSM/BP (Maint.)/Pt-II dated 05.08.2005

At present, the Procedure as laid down in RDSO's manual G-97 for brake continuity test of Goods Trains is being followed for Coaching Trains also as no separate Procedure for brake continuity test on Air brake Coaching Trains (BG) have been circulated. Railways have reported that complete procedure as laid down in RDSO's manual G-97 takes 15 to 20 minutes to complete the brake continuity test, which is unacceptably high and leads to detention of trains on the Platform. Therefore, a Procedure for conducting brake continuity test on Air brake Passenger Trains (BG) has been prepared and being sent herewith for necessary action. The procedure will take less time than the procedure laid down in RDSO's manual G-97. It is requested that the procedure for brake continuity test on Air brake Coaching Trains (BG) may be strictly followed.

संलग्नक: उपरोक्त

(शैलेन्द्र सिंह)
कृते महानिदेशक / सवारी डिब्बा

प्रतिलिपि:
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संलग्नक: उपरोक्त

(शैलेन्द्र सिंह)
कृते महानिदेशक / सवारी डिब्बा

Sno 6156

PROCEDURE FOR BRAKE CONTINUITY TEST ON AIR BRAKE PASSENGER TRAINS (BG)

Before starting the train either from originating station or after any attachment/detachment of coaches/loco change of locomotive (from diesel to electric or vice-versa) en-rout, the Driver and Guard must carry out this test as soon as possible after the locomotive or coaches is coupled or re-coupled to ensure continuity of the brake pipes throughout fitted portion of the train when all shunting work has been completed.

1.1 The brake continuity test must be carried out on the train in the following circumstances without exception:

1.1.1 Locomotive or additional locomotive is attached to the front of the train.
1.1.2 One or more coaches are attached in any position of the train.
1.1.3 One or more coaches are detached from any position other than the extreme rear.
1.1.4 After any brake defect or irregularity attended by closing Angle cock or detaching BP or FP hose of any coach or locomotive on the train which has affected the continuity.

1.2 The brake continuity test need not be carried out on the train in the following circumstances:

1.2.1 When locomotive other than train locomotive is detached from the extreme front of the train.
1.2.2 When train locomotive is used for 'complete' brake test of the whole train and is not thereafter detached before starting.
1.2.3 When the train locomotive or coach is detached from the extreme rear of the train

1.3 The following procedure shall be followed for the test.

1.3.1 First of all it must be ensured that all angle cocks of BP & FP are in open position. However, rear end angle cocks of rear most coach and free end angle cocks of locomotive should be kept in closed position.

1.3.2 The Driver & Guard must confirm for the test by means of communication.

1.3.3 The Driver must charge the BP & FP pressure of the train and check that 5.0 ± 0.1 Kg/cm^2 and 6.0 ± 0.1 Kg/cm^2 pressure is registered respectively in BP & FP Gauge in the leading driving compartment and confirm from the Guard that minimum 4.8 Kg/cm^2 & 5.8 Kg/cm^2 pressure is registered respectively in BP & FP Gauge in the rear SLR.

1.3.4 The Driver must then without delay carryout the following:

The Driver must reduce BP pressure to 4.0 Kg/cm^2 by moving the A-9 automatic brake valve handle towards application position and confirm from the Guard that the pressure registered in BP Gauge in the rear SLR is within the range of 3.6 to 4.0 Kg/cm^2, otherwise, it indicates discontinuity in brake pipe, which should be attended by the TXR staff. After correction of any fault a further brake continuity test commencing at step 1.3.3 must be carried out.

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1.3.5 After step at 1.3.4, the Driver must then recharge the BP pressure by moving the A-9 automatic brake valve handle to 'RELEASE' position and check that 5.0±0.1 Kg/cm^2 pressure is registered in BP Gauge in the locomotive and confirm from the Guard that minimum 4.8 Kg/cm^2 pressure is registered in BP Gauge in the rear SLR.

1.3.6 After the brake pipe pressure has stabilised in the locomotive and rear SLR/last vehicle, the Driver must then cut off air supply for the Brake Pipe either by moving the automatic brake valve handle to 'HANDLE OFF/NEUTRAL' position if available or by closing the brake pipe isolating cock handle provided between additional C-2 relay valve and brake pipe of the locomotive. The Guard must then without delay carryout the following:

1.3.6.1 If SLR is the rear vehicle, the Guard must then open the Emergency brake valve handle in the rear SLR to reduce the BP pressure to 3.6 kg/cm^2. As soon the pressure in the BP Gauge of the rear SLR is dropped to the specified limit 3.6 kg/cm^2, the Guard must then close the Emergency brake valve.

1.3.6.2 If SLR is not the rear vehicle, the Guard must open the cut off angle cock of the BP on the last vehicle to reduce the BP pressure to 3.6 kg/cm^2. As soon as the pressure in the BP Gauge is dropped to the specified limit 3.6 Kg/cm^2, the Guard must then close the cut off angle cock of last vehicle. Wherever TXR staff is posted, they should assist the Guard in this.

1.3.6.3 After step 1.3.6.1 or 1.3.6.2, the Guard must then confirm from the Driver that the pressure registered in BP Gauge in the locomotive is within the range of 3.6 to 4.0 Kg/cm^2, otherwise, it indicates discontinuity in the brake pipe, which should be attended by the TXR staff. After correction of any fault, brake continuity test commencing at step 1.3.3 to1.3.6 must be repeated.

1.3.7 When continuity is assured and Guard's emergency brake valve in rear SLR/ cut off angle cock of last vehicle is closed, the Driver must open the air supply of Brake Pipe to recharge the air pressure and check that 5.0±0.1 Kg/cm^2 pressure is registered in BP Gauge in leading driving compartment and confirm from the Guard that minimum 4.8 Kg/cm^2 pressure is registered in BP Gauge in rear SLR.

NOTE: Only during recharging/recreation of BP after brake application, initial charging or resetting of ACP/TP/GVA, the 'RELEASE/RUN' Push button switch must be kept in 'RELEASE' position otherwise it should always be kept in 'RUN' position.