मंडल कार्यालय आदेश - 37/2024

पत्र सं.849-W/10/Safety/2023/M-1/ X

दिनांक -30.10.2024

समस्त मुख्य लोको निरीक्षक
एवं मुख्य क्यू नियन्त्रक
जोधपुर एंव भेड़ता रोड
समस्त लोको पायलट ,लोको पायलट शंटर एवम् सहायक लोको पायलट

विषय:- इलेक्ट्रिक व डीजल लोको की एयर ब्रेक माल और कोचिंग ट्रेनों (बीजी) पर ब्रेक निरंतरता परीक्षण की प्रक्रिया।

सन्दर्भ :- HQ letter no. NWR-M/D&R/Safety/104/2 dated 16.12.2022

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उपरोक्त विषय के सन्दर्भ में सभी मुख्य लोको निरीक्षको को निर्देश दिए जाते है अपने नामित सभी रनिंग स्टाफ को संदर्भित पत्र और निम्न बिन्दुओ द्वारा इलेक्ट्रिक व डीजल लोको की एयर ब्रेक माल और कोचिंग ट्रेनों ब्रेक निरंतरता परीक्षण (कंटीन्यूटी टेस्ट) मे की प्रक्रिया के बारे में काउन्सलिंग करे |

- लोकोमोटिव मे 5.0 kg/cm² BP तथा 6.0 kg/cm² FP प्रेशर बनाएँ |
- सुनिश्चित करें कि अंतिम वाहन (BV) में 4.8-5.0 kg/cm² BP तथा 5.8-6.0 kg/cm² FP प्रेशर है |
- A9 वाल्व द्वारा लोकोमोटिव में BP प्रेशर 1.0 kg/cm2 तक कम करें |
- ट्रेन मेनेजर द्वारा यह सुनिश्चित करे कि BP प्रेशर 3.6 से 4.0 kg/cm2 तक गिर गया है |
- A9 को रिलीज़ करें और BP के मूल स्तर (5.0 kg/cm²) को सुनिश्चित करें।
- ब्रेक निरंतरता (कंटीन्यूटी टेस्ट) परीक्षण के लिए BP चार्जिंग COC को बंद / LT स्विच को टेस्ट पर करें
- गार्ड अंतिम वाहन में BP प्रेशर 1.0 kg/cm2 तक ड्राप करे या अंतिम वाहन के COC को 30 सेकंड के लिए खोले |
- LP यह सुनिश्चित करने के लिए कि लोको में BP प्रेशर 3.6 से 4 kg/cm2 तक कम हुआ है |
- भौतिक रूप से सुनिश्चित करें कि ट्रेन के आगे और पीछे कुछ डिब्बों में ब्रेक एप्लीकेशन हुआ है |
- लोको पायलट पुनः BP चार्जिंग COC को खोलना /LT स्विच को लीड में करना सुनिश्चित करे |
- BP प्रेशर को अपनी प्रारंभिक रीडिंग पर फिर से आना सुनिश्चित करे |

Enclosed - (3)

वरी, मंडल वांत्रिक इंजी. (Enhm&P)
उ.प. रेलवे, जोधपुर

Copy-
DRM/JU, For kind information
ADRM(Op)/JU, For kind information
Sr.DOM, JU, For information & necessary action please
Sr. DSO/JU, For information
ADME(E&P)/JU for necessary action please

NORTH WESTERN RAILWAY

Headquarter Office
Jaipur.

No. M/D&R/Safety /140/2 **Date 16.12.2022**

Sr. DME/Power
BKN, JP & JU.

Sub :-Procedure for brake continuity test on Air Brake goods & Coaching trains (BG).

Ref:- (i) Dy. CME (RS)/NWR letter no. NWR/HQ/mech./C&W/Prt. 3A dated 08.12.2022.

(ii) RDSO letter No. MC/APB dated 18.04.2006.

There was a case of detention of train no. FL/E/BOBYN loaded at Phulera on 24/25.11.2012 on account of pressure trouble due to continuity test not done properly by running staff as reported by C&W department/JP vide above ref.(i).

RDSO vide above ref.(ii) has already issued instructions and guidelines for Procedure for brake continuity test on Air Brake Coaching trains (BG).

These instructions are being reiterated for good & coaching trains are as under in annuxture-1 for follow-up by the divisions to avoid such type of detentions during operation.

This is for information and necessary action please.

DA:- As above

Digitally Signed by Subhash Chandra
Date: 16-12-2022 17:49:30
Reason: Approved

DyCME/D&R

Annuxture-1

Procedure for conducting BP Continuity Test

To ensure

Continuity of BP Pressure
Proper connection of BP hose pipes
Opening of all Angle COCs
Working of DV of few wagons front & rear portion of Train

By Whom: LP and Guard of the Train (LP of Banker Loco if attached)

Occasions

After attaching or detaching of Loco / vehicles in Train
During Re-marshalling of Working Loco / Traction change
After attending any brake system defects by disturbing BP continuity
After performing shunting
While clearing Stable Stocks
Before restarting at en-route station if detained for more than 30 minutes

Goods Train

Create BP Pressure in locomotive – 5 kg/cm2
Ensure BP Pressure in last vehicle (BV) – 4.8 / 4.7 kg/cm2
Drop BP pressure in locomotive by A9 valve by 1 kg/cm2.
Close BP Charging COC / keep LT switch in Test
Now Guard to open Brake Valve in BV or BP Angle COC in last vehicle till BP drops to zero and then close it.
LP to ensure BP drops to Zero and not increasing again
Physically ensure Brake application in few wagons at front & rear of Train
LP shall keep A9 in release, open BP charging COC / keep LT switch in Lead
BP should recreate to its initial reading.

Coaching Train

Create BP / FP Pressure in locomotive – 5 / 6 kg/cm2
Ensure BP / FP Pressure in last vehicle (BV) – 4.8 / 5.8 kg/cm2
Drop BP pressure in locomotive by A9 valve by 1 kg/cm^2.
Guard to ensure BP has dropped to 3.6 to 4.0 kg/cm2
Bring A9 to Release& ensure original level of BP.
Close BP Charging COC / LT switch in Test
Guard to open Brake Valve in BV or BP Angle COC in last vehicle to drop BP up to 3.6 kg/cm^2
LP to ensure BP drops to 3.6 to 4 kg/cm^2 in loco
Physically ensure Brake application in few coaches at front & rear of Train
LP shall open BP charging COC / keep LT switch in Lead
BP should recreate to its initial reading.

Checking of D1 Emergency Valve

ALP has to conduct this test

At crew changing point after conducting continuity test

Procedure:

After creating BP, ALP shall open D1 Emergency Valve and ensure BP dropping
CCB Provided locos – LT Switch to be kept in Test position before opening

Brake Feel Test

LP shall conduct this test

Immediately after starting from a crew changing point
This test should be conducted after doing continuity test also

Procedure

After attaining a speed of about 15 Kmph Apply A9 to drop BP pressure by 0.5 kg/cm2 & release

Observation

Shall feel the application of brake
Speed shall drop by about 10 Kmph

Brake Power Test

LP shall conduct this test

In first Block Section or first opportunity
Speed should reach 60 – 70 Kmph (coaching)
Speed should reach 40 – 50 Kmph (Freight)

Procedure

Apply A9 to drop BP pressure by 1 kg/cm2 (Coaching / Loaded Freight Trains)
By 0.5 kg/cm2 (Empty Freight Train)
Release A9 (Run position in CCB) after a small pause

LP Shall Observe & Ensure

Speed of train should drop to 30 – 35 Kmph in Coaching Train
20 – 25 Kmph in Freight Train by the time BP Pressure recharges to 5 kg/cm2
LP Shall resumes Traction after complete recharging of BP Pressure and Air flow Indicator returns to its original position

Duties of ALP

ALP Shall Observe & Ensure

LP Conducts Brake feel & Brake power tests
Remind LP about the same if not done
Shall assess the effectiveness of brake power in both tests
Shall note down in diary the following:
- Location & number of masts A9 applied
- Pressure dropped
- Speed of Train at start and at the end of Test