

ANTR 404

Using Brakes

Applicability

NSW

SMS

Publication Requirement

External Only

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Purpose

To prescribe the rules for using *train* brakes safely in the *Australian Rail Track Corporation (ARTC) NSW Network*.

Using airbrakes

Holding trains on grades

Trains that come to a stand on grades *must* be held stationary in accordance with the requirements specified in the *ARTC Train Operating Conditions (TOC)* manual.

Light trains on grades

Single or multiple *light locomotives*, and trains hauled by *locomotives* whose total weight is greater than the *net train weight*, must descend grades in accordance with the requirements specified in the TOC manual.

Multiple power units

If there are additional *motive power units* in a train, the *Driver* in the leading locomotive must:

- have control of the *airbrake* throughout the train, and
- direct additional *Train Crews* to apply or reduce power as required.

Effective communication must be maintained between the *Driver* in the leading locomotive and additional *Train Crews*.

The *Driver* in the leading locomotive of an assisted train does not need to control the *airbrake* of an assisting *bank locomotive*.

Abnormal or defective airbrake application

If, during *travel*, there is abnormal application of *airbrakes* or the braking performance is inadequate, the *Train Crew* must:

- bring the train to a complete stop, and
- follow the requirements of Rule *ANTR 400 Protecting trains*, and
- if possible, determine the cause of the application or the extent of the defect, and
- if possible, remedy the cause or defect, and
- tell the *Network Control Officer*, if the defect cannot be remedied.

Airbrake cut-outs

If a train with defective airbrakes travels with airbrake cut-outs, it *may* be operated only in accordance with the requirements specified in the TOC manual.

Detaching and attaching locomotives

Before detaching a locomotive from a train, the Train Crew must *secure* the train against movement in accordance with the requirements specified in the TOC manual.

After attaching a locomotive to a stationary train, the Train Crew must fully pressurise the brakepipe before releasing *handbrakes*.

Defective handbrakes

If handbrakes cannot be applied, or if handbrakes are suspected or reported to be applied during travel, the Train Crew must, if possible:

- determine the cause of the defect, and
- remedy the defect, and
- if the defect cannot be remedied, tell the Network Control Officer.

If a vehicle with non-operating handbrakes is to travel, *adjoining* vehicles in the train *consist* must, unless it is specially *authorised* otherwise, have operational handbrakes.

Re-marshalling

A vehicle with handbrakes that cannot be applied must not be *marshalled*:

- as the last vehicle of a passenger train, or
- as one of the last three vehicles of a freight train, or
- adjoining other vehicles with handbrakes that cannot be applied.

Labelling vehicles

If defective handbrakes of vehicles cannot be remedied during the journey, the vehicles must be clearly labelled NO HANDBRAKE on both sides.

Stabling detached vehicles

To *stale* a detached vehicle without working handbrakes, it must be coupled to a vehicle that:

- has working handbrakes, and
- can secure the combined weight of both vehicles.

Related ARTC Network Procedures

NIL

Effective Date

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