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भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226 011
Government of India-Ministry of Railways
Research Designs & Standards Organisation
LUCKNOW - 226 011

TECHNICAL CIRCULAR No. 12

No.No. EI/3.2.19

Dt 4/5.2.98

Chief Electrical Engineer,

1. Central Railway, Mumbai CST-400 001
2. Eastern Railway, Fairlie Place, Calcutta-700 001
3. Northern Railway, Baroda House, New Delhi-110 001
4. N.Eastern Railway, Gorakhpur-273 001
5. N. Frontier Railway, Maligaon, Guwahati-781011
6. Southern Railway, Park Town, Chennai-600 003
7. S. Central Railway, Rail Nilayam, Secunderabad-500 371
8. S. Eastern Railway, Garden Reach, Calcutta-700 043
9. Western Railway, Churchgate, Mumbai-400 020
10. Chittaranjan Locomotive works, Chittaranjan-713 331

Sub : Rolling down of trains

Ref : Discussion in the last Electrical Standards Committee Meeting held at Goa on 7/8.11.97

During the above meeting Railways have reported a number of cases of rolling down of air brake trains of gradient sections leading to accidents and loss of life and property. On studying the past cases of rolling back of trains it has been found that the rolling back occurs whenever the engine fails and the driver is busy in troubleshooting the locomotive. After a period of 10-20 minutes (the time depends upon leakage on the locomotive) the loco brakes become ineffective leading to rolling back of trains. Similarly in case of the failures the Compressor stops working leading to the loco brakes becoming ineffective and hence the rolling back of trains.

Motive Power Directorate of RDSO have issued comprehensive instructions on the subject vide letter NO. SD. DEV. IRAVB-2 dt.26.7.96 copy enclosed under the subject title "Revised Operating Instructions for the brake system-WAG5 and WAP1 class electric locomotives." Relevant para 7.2 of the above instructions is reproduced below: -

7.2 Stopping of trains due to loco failure or no power due to OHE

In case of trains (both Passenger and freight) coming to a halt on account of loco failure or due to some other reason, the driver should follow the procedure as given below:-

1. Move Drivers automatic brake valve handle to Emergency application position to apply brakes on locomotive (s) and the train as well, so that brakes will hold the coaches bunched together to avoid rolling down of the train.
2. Apply hand brakes also, so that the loco will be held in position along with the train in case of compressed air loss in the locomotive (S).
3. Apply locomotive independent brakes on the banking loco in case a banking locomotive is being used.
4. Driver/Asstt. Driver should also ensure and physically check whether the brakes are applied on the locomotive (s) and the train.
5. If the driver feels that the detention is likely to be more than 30 minutes, then he and the guard of the train should use wooden wedges to avoid rolling down of the train. This is important, as without the compressor working, the entire air from the brake system may get depleted due to leakages in the train resulting in inability to apply brake at a later time .

Railways are requested to issue instructions as above, to drivers for operation of all air brake trains.

Ramesh Chandra

(Ramesh Chandra)
for Director General/Elect.

Copy to :

(1) Secretary (Electrical/TR) Railway Board, Rail Bhawan, New Delhi-110001.

(11) Director/ MP / BK Kind Attn: Sh.Anup Sahu in reference to discussion on the subject in the last week.

Ramesh Chandra

(Ramesh Chandra)
for Director General/Elect.

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No SD.DEV. IRAVB-2

Dt 26.07.98

The General Manager(Elec.),

1. Central Railway, Bombay-VT-400 001
2. Eastern Railway, Fairlie Place, Calcutta-700 001
3. Northern Railway, Baroda House, New Delhi-110 001
4. N.Eastern Railway, Gorakhpur-273 001
5. N. Frontier Railway, Maligaon, Guwahati-78 1011
6. Southern Railway, Park Town, Madras-600 003
7. S.C Railway, Rail Nilayam, Secunderabad-500 371
8. S. E Railway, Garden Reach, Calcutta-700 043
9. Western Railway, Churchgate, Bombay-400 020
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SUB: Revised Operating Instructions for the brake system- WAG5 And WAP1 class electric locomotives.

Driver's Operating Instructions for the pneumatic brake system fitted on WAG5 and WAP1 electric locomotives were issued when CLW started manufacturing these locomotives. From time to time a number of changes/modifications were carried out in the brake system of these locomotives.

Consolidated operating instructions RDSO.MP. Misc.45 covering both WAG5 and WAP1 locomotives and incorporating the modifications carried out on the pneumatic system is being issued. One copy of this report is enclosed for information.

Due to shortage of these copies, Railway may take initiative to xerox the report and send to the respective Electric Loco Sheds.

-sd-

(Anup Sahu)

for Director General(MP)

Encl: as above

Copy to: Elec.Dte./ RDSO-one copy of Report No. MP.Misc.45 is sent for information.

-sd-

(Anup Sahu)

for Director General(MP)

Encl: as above