

SATISH KUMAR



सदस्य कर्षण एवं चल स्टॉक
एवं
पदेन सचिव, भारत सरकार
रेल मंत्रालय
रेल भवन, नई दिल्ली-110001
MEMBER (TRACTION & ROLLING STOCK)
RAILWAY BOARD
&
EX-OFFICIO SECRETARY
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAIL BHAWAN, NEW DELHI-110001
Dated: 24.01.2024

D.O.No.2017/M(C)/138/2

Dear PCMEs/PCEEs

Sub: Issues of Brake Binding/brake block jamming, train parting in Rolling stock.
Ref : PED/RS/RDSO letter no MC/LHB/Brake dated 23.01.2024.

There has been spate of cases related to Brake binding, Brake Block Jamming, uncoupling of air hoses, train parting etc in Coaching and Freight Stock which is affecting train operation and mobility. These should be monitored closely at your level.

1. **Brake Binding:** Detailed investigation is required to done at divisional level/Zonal Level and detailed report to be sent to RDSO/Board. RDSO has in past issued various instructions in this regard and vide letter under reference above, RDSO has again advised Zonal Railways on this aspect. Needless to mention that proper functioning of DVs, brake gearing adjustments, hand brake, slack adjuster etc. while attending/repairing Rolling Stock is key to address these issues.

Driving skills for ensuring proper release of train has also to be ensured. The initial tractive efforts/heavy running normally indicates brakes are not fully released and as such Driving skills and their training is important. This aspect can be checked from the loco download where the brake application and release time can be easily correlated. Counselling of loco pilots for ensuring sufficient brake release time before starting the train after ACP or from stopping stations should also be ensured. In case of reversal or changing of Locomotive, complete draining of CR and BC pressure through QRV to be also ensured while ensuring all necessary safety guidelines. While investigating the brake block jamming/brake binding etc, all these aspects need to be taken in account.

2. **Train Parting:** Similarly, detailed investigation should be carried out in all train parting cases and report to be sent to RDSO/Railway Board. In this regard, RDSO has already issued a standard format for reporting of the train-parting cases. Further, RDSO has also issued various instructions for prevention of train parting incidences and necessary action be taken by ZRs.
3. **Uncoupling of Air Brake Hoses:** Thorough analysis of each case of enroute uncoupling of air brake hoses to be done. During the investigation, the length of the projected air brake pipes from outer head stock of coach to the centre of stem of angle cocks should be as per prescribed dimensions. These dimensions are critical as it may results in air brake pipe getting stretched in curves and likely to uncouple in such situations. Other factors also need to be examined in case to case basis.

RDSO should also be roped in wherever situation demands, in order to ensure that detailed investigation is done and issue in each case is logically concluded. These cases will be regularly reviewed at Board level through VCs in which randomly divisions will be selected for review.

Yours sincerely,

(Satish Kumar)

The PCMEs/PCEEs
All Zonal Railways