

## Train Working

# NTR 404 Using brakes

### Description

This document describes the requirements for using brakes safely.

Not what you are looking for? See more [NTR Rules](#)

### Purpose

To prescribe the rules for using train brakes safely in the 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 *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

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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
- meet the requirements of NTR 400 Protecting rail traffic, 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 Signaller, 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 brake pipe 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 Signaller.

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

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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 stable 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.