

## Purpose

To prescribe the rules for using train brakes safely in the MTS Network.

## Application of this Rule in the MTS Network

The following rule does not apply to EMUs operating in UTO or PM modes.

## Using Brakes

### Holding trains on grades

Trains that come to a stand on grades must be held stationary in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

### 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 MTS minimum rolling stock requirements and registration conditions.

### Multiple power units

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

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

Effective communication must be maintained between the Train Operator in the leading locomotive and additional Train Operators.

## Abnormal or defective brake application

If during travel, there is abnormal application of brakes or the braking performance is inadequate, the Train Operator must:

- bring the train to a complete stop, and
- meet the requirements of *MTR 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 Traffic Controller, if the defect cannot be remedied.

## Brake cut-outs

If a train with defective brakes travels with brake cut-outs, it may be operated only in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

## Detaching and attaching locomotives

Before detaching a locomotive from a train, the train operators must secure the train against movement in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

After attaching a locomotive to a stationary train, the Train Operator 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 Operator must, if possible:

- determine the cause of the defect, and
- remedy the defect, and
- if the defect cannot be remedied, tell the Traffic Controller.

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.

## Using brakes

### 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 3 vehicles of a work 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.

## Procedures

Nil

## Effective date

28 April 2025