

Northern Railway

No. 230-Elect/RSO/FZR/04
Dated: 01.04.2026

Divisional Office
N.R., DRM Office, Firozpur.

AEE/OP/FZR, ADEE/RSO/LDH, AEE/TR/ASR
All CCC/FZR, LDH, JUC, ASR
All CLIs FZR Divn,

Special-Instructions

Subject: Parking Brake Application.

In reference to the above subject, on date 31.03.2026 while working on train no. ECR/Amrit Bharat with loco no. 32705/WAG-9/TKDE detained between section HSQ-PJA 20" min. On examination it was found in loco no. 30188/ GZB rear dead Amrit Bharat rake parking brake was in applied condition, same was released by crew in block section and worked the train.

In view of above, division and training schools are advised to take the following actions:

Parking Brake Application:

1. When the loco is energized and pressure is available in the auxiliary reservoir, we can apply parking brakes by pressing BPPB (Illuminated red push button switch) once in the 'A' panel in the working cab. A red illuminated lamp glows inside BPPB. Hence, 6.0 kg/cm² air from parking cylinders gets exhausted and the PB gauge shows 0 kg/cm² in both the cabs which indicates the application of the parking brake (this is possible only when CE is ON).
2. Press 'APPLY' push plunger on parking brake solenoid valve 30/23 (left side plunger). Parking brake gauge shows 0 kg/cm² in both the cabs and parking brake gets applied. Application of PB is possible with solenoid valve, when AR pressure is available in the loco. The lamp inside BPPB will glow in the working cab when CE is ON.
3. When the BL key is moved from 'D' to 'OFF' the parking brake gets automatically applied through control electronics. BPPB will not glow since BL is in OFF position and the parking brake gauge will show 0 kg/cm².

Releasing of Parking Brakes:

1. Press BPPB (illuminated red push button switch) once, red lamp extinguishes inside BPPB. 6.0 kg/cm² pressure enters into parking cylinders. PB gauge shows 6.0 kg/cm² in both the cabs.
2. Press 'Release' push button on parking brake solenoid valve 30/22 (right side plunger). 6.0 kg/cm² air will be admitted in parking cylinders and the parking brake gets released. PB gauge will show 6.0 kg/cm² in both the cabs.
3. Pull individual 'parking brake release spindle' provided on parking brake cylinder on wheel no. 2,6,7 & 11 (WAG-9) and on wheel no. 1,4,5 & 8 (for WAP-5 locos). The lock of PB will open and the piston returns to the release position due to re-setting spring. Release sound can be heard. Like this parking brakes should be released for all parking brake cylinders individually.

Note:


1. If PB are released through manual lever, BPPB will not be extinguished in energised loco working cab and loco pilot may get indication of application of PB and throttle will not respond, in such case press BPPB to release PB even though PB are released manually.
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2. Ensure releasing of parking brakes by physically shaking the brake block.
3. Except in WAP-7 in dead loco even though there is no air pressure the PB will remain in applied condition, but once the brakes get released manually, then PB can't be applied again until the pressure is available in the auxiliary reservoir. So, while shunting the dead loco and stabling thereafter, this should be kept in mind and the loco should be secured properly by wooden wedges as local hand brakes are not provided in the loco.

All Officers and CLIs shall ensure proper counselling of running staff regarding the instructions in the reference letters(enclosed).

This may be treated as MOST IMPORTANT from a safety point of view and strict compliance ensures.


Sr. Divisional Elect. Engineer (OP)
NR, Firozpur Division