

REAR BRAKEMAN TERMINAL BRAKE TEST PROCESS

The following is the suggested process for the rear brakeman's checks prior to leaving the yard.

- 1. Walk the train from the engine to the caboose to make the initial inspection on the brakeman's side. Note the condition of air hoses, electrical connections and air valves. Look under each car for any obstructions or hanging items.**
 - 2. Start the HEP car. Leave on idle for warm up.**
 - 3. Observe the brake pipe pressure. Pressure should come up to approximately 90psi.**
 - 4. Inform the engine you are standing by for a brake test. The engineer will give you a full set. Gauge in the caboose should drop by approximately 20psi. (The exact drop in pressure may vary depending on the amount of set the engineer takes.)**
 - 5. Observe that the brakes have set on the caboose and then release the handbrake on the caboose and the HEP car. Ask for a RED ZONE from the engine before releasing HEP car handbrake. Ask the conductor to release open air car handbrake.**
 - 6. Inform the engineer that you will be walking the train on the engineer side. Observe that the brakes have properly set on each car.**
- Note: The engineer will complete the taper (brake pipe leakage) test on the brake system at this time.**
- 7. Report any defects to the engineer and take corrective action. Remember the RED ZONE RULE if you need to go between cars.**
 - 8. Ask the engineer for a full release.**
 - 9. After the engineer has gotten permission from the conductor the train will move so the brakeman can conduct a roll-by inspection. Once completed ask the engineer to stop. Close the gate, board the train and inform the conductor you are clear to proceed to the station.**
 - 10. Set the generator to run and inform the conductor that the train has power. Check the gauges on the generator at the end of the 1st and 3rd runs at a minimum.**