

JOINT PROCEDURE ORDER NO. 1/2019

Sub :- Attaching/Detaching/Engine Reversal in coaching trains at stations with steep gradient.

Guidelines on precautions to be taken for detaching/attaching of Engine during engine reversal in coaching trains at stations where there is gradient of 1:400 or steeper or where there are chances of rolling (List of all such stations shall be notified and a mention be given in SWR also) are as under:-

1.0 Before Detaching Engine from Coaching Trains :

- (a) Outdoor Dy.SS/YM/Shunting Master/Guard shall supervise the entire activity related to power interception/loco reversal of passenger carrying trains.
- (b) On complete arrival of the train, SM/YM will depute shunting staff to apply hand brake of the front SLR before the Loco Pilot applies A-9 and also ensure placing of two iron skids/wedges under the wheels of front vehicle before detaching the loco.
- (c) Incoming Guard of the train shall be responsible for applying hand brakes in the rear SLR. Shunting staff of the station shall place 02 iron skids /wedges under the wheels of the last vehicle before authorizing loco for detachment.
- (d) The person supervising the shunting, after confirmation regarding application of hand brakes in SLRs from the shunting staff and Guard , shall advise the Loco Pilot to apply formation brake i.e A-9 before detaching Loco from coaches.

2.0 Detaching the loco:

- (a) As contained in GR & SR 4.57, "Loco Pilot shall be responsible for the coupling of their engines to trains at starting stations and for the un-coupling at engine changing stations and also at any station where an engine has to be detached for loco requirements. At other stations the station staff shall be responsible for un-coupling and coupling. Special attention should be given to connect the vacuum pipe/air pressure pipe (BP&FP properly) between engine and vehicles attached."
- (b) Shunting staff will give the hand signals (If required) after ensuring proper setting and locking of points/taking 'Off' of shunt signals/Starter signal, as the case may be, for detachment of loco.
- (c) Loco after detachment may be placed at suitable location or may be reversed or some other loco may come on the load, as the case may be.

38301
05/04

4
05/04/19

Contd. Page-2
27/04/19

3.0 Attaching loco onto the formation:

- (a) Shunting staff shall ensure that loco is stopped 20 Meters before the formation. Loco Pilot/Assistant Loco Pilot will proceed further very cautiously to couple with the formation as per the signal displayed by the shunting staff.
- (b) After attachment of the loco with the formation, LP/ALP will couple with load tightening the screw or CBC, as the case may be, and will attach the BP&FP hoses properly after which, angle cocks to be opened.
- (c) C&W staffs ^{if available at that station, 3F/5F} shall ensure that proper pressure is achieved in engine/brake van and load is safe in all respect. In case of any problem, they will attend the same.
- (d) Skids/Wooden wedges whichever is placed shall be removed by the shunting staff both from rear and front coaches and hand brakes of SLR attached near the engine shall be released by the shunting staff and brakes of rear SLR shall be released by Guard after ensuring that adequate pressure has been created in the formation and brakes are in applied condition by the Loco Pilot.
- (e) On receipt of confirmation from shunting staff about the removal of skids/wooden wedges and also release of hand brakes of front SLR, brakes of rear SLR shall be released by the Guard, Loco Pilot will arrange continuity check and other formalities prescribed.
- (f) Shunting should always be done on complete pressure and shunting rules as contained in GR&SR along with any other restrictions as may have been mentioned in SWR should be strictly adhered to.
- (g) All the above activities to be completed within the time prescribed as per the stoppage time shown in WTT for Engine Reversal/Engine changing at the station. Loco Pilot/Assistant Loco Pilot/Shunting staff/ C&W staff/other staff must ensure that time allotted as 'STOPPAGE' is not superseded.

CRSE(chg)

CELE

CPTM