

SOUTH CENTRAL RAILWAY

No. TP.244/RS/1/7/Vol-XII

Head quarters Office,
Trans. Power.Branch,
Secunderabad.
Date: 12-07-10

DRM/SC, HYB, BZA, GTL, GNT & NED

Sub: Marshalling and Movement order for 140 T BD cranes.

In order to avoid delay in movement and reaching accident spot and to ensure Jib favorable condition for accident restoration for 140 T BD cranes a detailed marshalling and movement order for each 140 T BD crane is enclosed here with for implementation whenever cranes are ordered for accident restoration or for salvage works.

This has the approval of AGM.

(T. S. N. Murthy)
Dy.CME/R&L/SC

C/- Sr.DME(C&W)/SC & GTL, Sr.DME/HYB, BZA, GNT & NED for information and strict implementation.

C/- Sr.DME/DSL/KZJ & DME/DSL/BZA for information and strict implementation.

C/- DME/Power/SC & GTL for information and strict implementation.

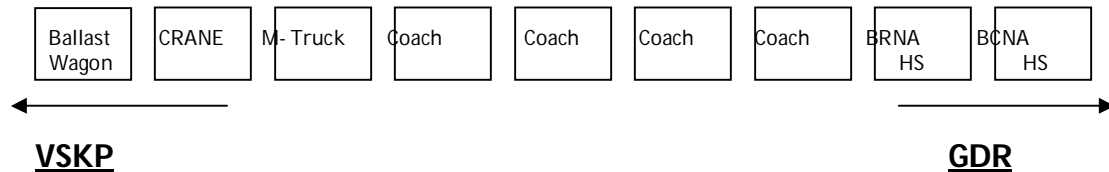
C/- Sr.DOM/SC, HYB, BZA, GTL, GNT & NED for information and necessary action.

C/- CPRC/HQ for information and necessary follow up during accidents.

Marshaling and Movement order for 140 T Diesel Hydraulic BD Cranes

Crane Depot – Vijayawada

Crane formation and Stabling Condition – on line no. LV – 6, from VSKP end Ballast Wagon, Crane, Match Truck, 4 Coaches, BRNAHS & BCNHS Wagons and One Coach. **Jib Trailing towards VSKP/KZJ**



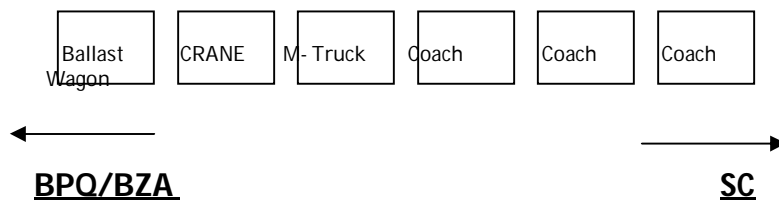
Movement Order –

- 1) **Ordered towards VSKP**- Pull the formation to Station, reverse the loco and dispatch with crane next to Loco.
- 2) **Ordered towards KI – KZJ**- Pull the formation to Station, reverse the loco and dispatch with crane next to Loco.
- 3) **Ordered towards MTM/NS** - Pull the formation to Station, reverse the loco and dispatch with crane next to Loco.
- 4) **Ordered towards GDR** (beyond TEL) – Dispatch the crane formation direct to GNT with crane in the rear of the formation and then towards accident spot via TEL with crane next to Loco. (Extra distance – 25 Kms. Extra Time 45 Min.)
- 5) **Ordered between BZA – TEL – depending on the nature of accident (both lines obstructed or not and accident spot distance from BZA), Crane in-charge officer may decide to move directly to spot in Jib leading condition or move via GNT.**
- 6) **Ordered towards NDKD/NDL** – Dispatch the crane formation to Reddy Palem/TEL with crane in the rear of the formation and then towards GNT-NDKD with crane next to Loco. (Extra distance – 5 Kms. Extra Time 25 Min.)
- 7) When crane is required to work in the opposite direction of its normal movement for any reason (particularly in double line sections), crane marshalling/movement shall be done in consultation with the crane in-charge and Power Controller.

Marshaling and Movement order for 140 T Diesel Hydraulic BD Cranes

Crane Depot – Kazipet

Crane Formation and **Stabling Condition** – On Line No. M- 6 in KZJ Yard. From SC end 3 Coaches and Match Truck, Crane, Ballast Wagon. **Jib Trailing towards BPO/BZA**



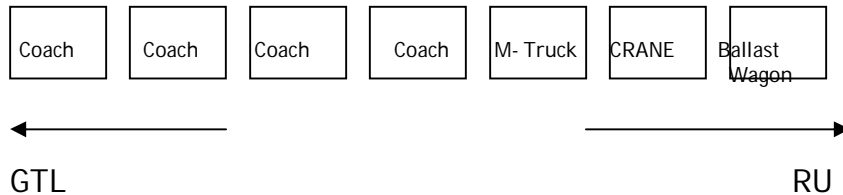
Movement Order –

- 1) **Ordered towards BPO-** Attach the Loco on the formation and dispatch direct to accident spot. Crane will be next to Loco.
- 2) **Ordered towards KI – BZA-** Attach the Loco on the formation and dispatch direct to accident spot. Crane will be next to Loco.
- 3) **Ordered towards SC** (except towards NDKD) – Attach the Loco on the formation, Reverse the formation along with crane by moving in triangular direction at chord line so that the crane Jib is trailing to SC and dispatch to accident spot. Crane will be next to Loco. (Extra time 30 Min)
- 4) **Ordered towards BN-NDKD** – Dispatch the crane formation direct to PGDP/BN with crane in the rear of the formation and then towards accident spot in BN - NDKD section by reversing the loco at PGDP/BN. Crane will be next to Loco Ex. PGDP/BN.
- 5) When crane is required to work in the opposite direction of its normal movement for any reason (particularly in double line sections), crane marshaling/movement shall be done in consultation with the crane in-charge and Power Controller.

Marshaling Movement order for 140 T Diesel Hydraulic BD Cranes.

Crane Depot – Gooty

Crane Formation and **Stabling Condition** – On Road No. 11 Adj. to DLS/GY. From RU end Ballast Wagon, Crane, Match Truck and 4 Coaches **Jib Trailing towards RU and DMM.** Double entry Line.



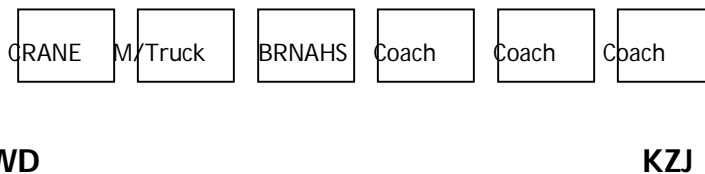
Movement Order –

- 1) **Ordered towards RU- TPTY- KTPD** Attach the Loco on the formation and dispatch direct to accident spot. Crane will be next to Loco.
- 2) **Ordered towards RU-GDR** - Attach the Loco on the formation and dispatch direct to accident spot. Crane will be next to Loco. At RU Crane shall be moved via chord line. (Shall not be taken in to RU Stn.)
- 3) **Ordered towards DMM-** Attach the Loco on the formation and dispatch direct to accident spot. Crane will be next to Loco.
- 4) **Ordered towards GTL-KLU** - Attach the Loco on the formation and dispatch direct to accident spot. Crane will be in the rear of the formation. At GTL on loco reversal, crane will be next to loco EX. GTL- KLU.
- 5) **Ordered towards GTL-WD** – Attach the Loco on the formation, directly dispatch to PDL with jib leading. Crane will be in the rear of the formation. At PDL on loco reversal, crane will be next to loco EX. PDL- WD. (Extra Distance – 40 Kms & Time – 01.00 Hrs.)
- 6) **Ordered towards GY-DHNE-NDL/SC** – Attach the Loco on the formation, directly dispatch to accident spot with crane in the rear of the formation Via GTL. At GTL on loco reversal, crane will be next to loco EX. GTL- DHNE. (Extra Distance – 40 Kms & Time – 01.00 Hrs.)
- 7) **Towards BAY** – Attach the Loco on the formation, directly dispatch to accident spot with crane in the rear of the formation Via PDL. At PDL on loco reversal, crane will be next to loco EX. PDL- GTL- BAY. (Extra Distance – 40 Kms & Time – 01.00 Hrs.)
- 8) When crane is required to work in the opposite direction of its normal movement for any reason (particularly in double line sections), crane marshaling/movement shall be done in consultation with the crane in-charge and Power Controller.

Marshaling and Movement order for 140 T Diesel Hydraulic BD Cranes.

Crane Depot – Secunderabad

Crane Formation and **Stabling Condition** – On Line No. 8 in IOH shed Secunderabad. From WD end Crane, Match Truck, BRNAHS Wagon and 3 Coaches **Jib Trailing towards WD**. **Single entry/Exit** from/to WD direction.



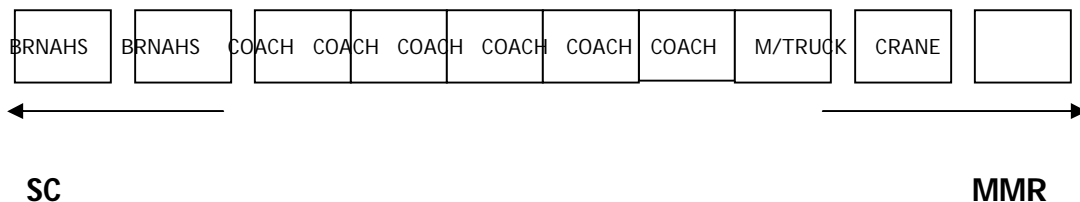
Movement Order –

- 1) Ordered towards KZJ/NDKD-** Attach the Loco on the formation, pull the formation in to station/dispatch line and attach another loco in the rear of the formation. Move the formation to STPD and via chord line move to KZJ direction. Crane will be next to Loco. (Extra time – 30 Min)
- 2) Ordered towards DHNE-** Attach the Loco on the formation, pull the formation in to station/dispatch line and attach another Loco in the rear of the formation. Move the formation to LGD and to STPD/Accident spot via chord line. Crane will be next to Loco. (Extra Time 30 Min)
- 3) Ordered towards NZB-** Attach the Loco on the formation, pull the formation in to station/dispatch line and attach another loco in the rear of the formation. Move the formation to STPD and via chord line move to NZB direction. Crane will be next to Loco. (Extra Time 30 Min).
- 4) Ordered towards VKB-WD, VKB-PARLI** Attach the Loco on the formation, dispatch directly to accident spot. Crane will be next to Loco.
- 5) When crane is required to work in the opposite direction of its normal movement for any reason (particularly in double line sections), crane marshalling/movement shall be done in consultation with the crane in-charge and Power Controller.**

Marshaling and Movement order for 140 T Diesel Hydraulic BD Cranes

Crane Depot – Purna

Crane Formation and **Stabling Condition** – On ART Siding in PAU station. From MMR end 4 Coaches of ART, 2 BRNAHS wagons and Crane, Match Truck, 2 Coaches. Double entry/Exit. **Jib Trailing towards MMR**



Movement Order

- 1) Ordered towards MMR-** Marshal the formation such that MFD Spl is attached in the rear of Crane formation (Crane + 2 Coaches) attach the Loco on the formation and dispatch direct to accident spot. Crane will be next to Loco.
- 2) Ordered towards PBN- PRLI-** Marshal the formation such that MFD Spl is attached in the rear of Crane formation (Crane + 2 Coaches) attach the Loco on the formation and dispatch direct to accident spot. Crane will be next to Loco.
- 3) Ordered towards AK-** Marshal the formation such that MFD Spl is attached in the rear of Crane formation (Crane + 2 Coaches) attach the Loco on the formation and dispatch direct to accident spot. Crane will be in the rear of the formation. Jib will be leading condition. At spot match truck need to be grounded.
- 4) Ordered towards MUE/ADB** Marshal the formation such that MFD Spl is attached in the rear of Crane formation (Crane + 2 Coaches) attach the Loco on the formation and dispatch direct to accident spot. Crane will be in the rear of the formation. Jib will be leading condition. At spot match truck need to be grounded.
- 5) When crane is required to work in the opposite direction of its normal movement for any reason (particularly in double line sections), crane marshalling/movement shall be done in consultation with the crane in-charge and Power Controller.**