

दक्षिण मध्य रेलवे
SOUTH CENTRAL RAILWAY
प्रधान कार्यालय / Headquarters Office
विद्युत शाखा / क / Electrical Branch
रेल निलयम / Rail Nilayam
सिकंदराबाद / Secunderabad

Fax:88527 (Rly)
Fax:040-27822657
Email:
cele@scr.railnet.gov.in
dyceersscr@gmail.com

E. 223/Optg/Technical Drive/Vol-I

Date: 10.02.2012

Sr. DEE/TRSO/SC & BZA
Sr. DEE/TR/GTL
Sr. DEE/ELS/LGD, BZA & KZJ

Sub: - Prevention of rolling down of trains.

Ref: - Rly Bd's letter no. 2007/Elect (TRS)/113/7 dated: 27.1.2012

Cases of improper securing of trains/locos in block section as well as stations leading to rolling down, resulting accident/collision continue to happen over IR. In this connection the following important instructions regarding securing of trains are once again reiterated:

SHEDS/TRIP SHEDS

- i. All electric loco sheds/trip sheds to ensure availability of 4 nos. of wooden wedges in each loco while turning out.
- ii. All electric loco sheds to ensure pneumatic testing of locomotive to maintain Brake Pipe Pressure, Feed Pipe Pressure, MR Pressure & Brake cylinder pressure leakages along with capacity of Auto brake valve/Compressor efficiency test within prescribed limits as stipulated in Maintenance Instructions no. MP.MI-138/88 of Feb'1988 issued by RDSO.

OPERATIONS

- i. Loco Pilot on duty should not leave locomotive unmanned.
- ii. If due to operational or any other reason the crew is required to stable the loco/train, the following instructions shall be followed:
- iii. While stabling an electric loco (light engine dead)
 - Crew should ensure hand brake/parking brake of loco is in applied condition and wooden wedges are placed at wheels of locomotive against falling gradient.
 - LIs should ensure that all the LP/ALP/Shunters are fully conversant with the working/application of hand brakes on conventional locos & parking brakes/hand brakes on three phase locos.

- iv. While stabling an electric loco (including banker locos) with load on station/yards
- Apply both SA-9 and A-9 brakes invariably.
 - Apply hand brake/parking brake (three phase locos) invariably.
 - Crew should physically/visually verify the same.
 - Provide wooden wedges at wheels of locomotive against falling gradient.
 - Necessary counseling to crew in this regard shall be ensured by concerned LIs and officers.
- v. Crew should invariably provide wooden wedges before leaving the unattached loco under any condition/circumstances, in addition to taking actions as mentioned above.
- vi. All crew should be counseled for effective use of Walkie-Talkie and observance of GR 4.46 & 4.47 in case of assistance required from guard for application of the guard hand brakes.
- vii. In case of train stalled in block section due to accident, failure, obstruction or any other exceptional cases where Loco Pilot found that his train cannot proceed further, its protection should be done as per GR Para 6.03. Also, to secure his train.

Loco Pilot should take following steps immediately.

- (a) Train stranded due to stall, loco failure or any other such reason and the train cannot proceed further and **loco is alive**.
- Apply A-9 to 'Full Service' position and keep A-9 handle in application position and ensure BP pressure is dropped to 3 to 3.5 kg/cm² and also train brakes are applied.
 - Apply SA-9 to maximum and ensure 3.5 kg/cm² BC pressure is registered and also the loco brakes are applied.
 - Apply parking brakes also if available.
 - Apply SA-9 to maximum of the Double Head trailing / banking locomotive also if any.

Do not desert the locomotive.

- (b) Train stranded and **loco is not alive**

- Apply A-9 to 'Emergency' position and ensure BP pressure is zero and train brakes are applied.
- Apply SA-9 to maximum ensure BC pressure is 3.5 kg/cm².
- Apply parking brakes also if available.
- Apply hand brakes of locomotive.
- Apply SA-9 to maximum of the Double Head trailing / Banking locomotive also if any.
- Apply hand brakes of the Double Head trailing / Banking locomotive also if any.
- Keep the wooden wedges at wheels of locomotive against falling gradient.

Do not desert the locomotive.

It is advised to launch special rigorous drive for one month to educate/counsel the running staff and to check whether these instructions are followed by running staff.

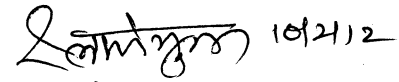
Feedback of the drive may be communicated to HQrs by 10.3.2012 in the proforma given below.

SHEDS/TRIP SHEDS

No. of locos checked	No. of locos with less than 4 wedges	No. of wedges recouped	No. of locos found leakages more than prescribed limit	Action taken

OPERATIONS

SNo	Name of the LI/Officer	No. of checks conducted	No. of LPs/ALPs/Shunters covered under Drive	Abnormalities/Lapses noticed during drive	Action taken



(एन.दत्तात्रेयुलू)

(N.Dattatreya)

उप.मु.वि.लोको.इंजि

Dy.CEE/Loco

कृते मुख्य विद्युत इंजीनियर

For Chief Electrical Engineer

C/- Principal, ETTC/BZA for information and necessary action.