

## **SOUTH CENTRAL RAILWAY**

Safety.387/Fly Leaf/4/2012

### **Fly Leaf No. 04/2012**

## **Attention.....**

### **Operating, Mechanical & Electrical Staff**

#### **GLP CHECK PROCEDURE**

**Sub: Procedure to conduct “GLP check” in a sequential manner.**

In order to bring in clarity as to how to conduct “GLP check” in a sequential manner, following procedure is issued;

#### **I. IF THE FREIGHT TRAIN IS ORDERED TO WORK WITH GUARD:**

- a.** LP shall apply A9 (formation brakes) in ‘application’ position (**this is necessary to calculate the percentage of brake power as per SR 4.31**).
- b.** LP shall walk from one side of the formation from the locomotive towards BV duly observing application of brakes for all the wagons and noting down the inoperative cylinders.
- c.** Guard after fixing the gauge in the BV, ensure droppage of BP Pressure in the BV and then shall walk from other side of the formation from BV towards locomotive **duly noting down the application of brakes and inoperative cylinders**.
- d.** While checking the formation, the LP and Guard shall check the formation as per SR 4.31 and JPO No. 5/2008 as given in the WTT No. 67.
- e.** LP after reaching the BV and Guard after reaching locomotive, the LP shall advise the ALP to keep the A9 in ‘release’ position.
- f.** In the return direction, the LP shall walk from other side of the formation from BV and Guard on the other side of the formation from engine duly checking the release position of brakes of all wagons.
- g.** After ensuring the above procedure, both shall go to station; prepare the GDR Check memo in triplicate duly signing the same along with the SM, who shall retain one copy as station record which shall be pasted in the Stabled Load Register.
- h.** The train can commence its journey.

## **II. WHEN THE FREIGHT TRAIN IS ORDERED WITHOUT GUARD:**

- a. LP is totally responsible to conduct GLP check in the absence of Guard.**
- b. However, one Pointsman from the station shall be deputed to assist the LP in conducting GDR check.**
- c. LP shall apply A9 (formation brakes) in ‘application’ position (this is necessary to calculate the percentage of brake power as per SR 4.31).**
- d. LP shall walk from one side of the formation from the locomotive towards BV duly observing application of brakes for all the wagons and noting down the inoperative cylinders. The LP need to observe the application of brakes of all the wagons.**
- e. He is also required to check the formation on both sides as per SR 4.31 and JPO 5/2008 as given in WTT No 67.**
- f. After reaching the BV, the LP shall advise the ALP to release the formation by keeping the A9 in ‘release’ position.**
- g. Then, he shall walk from the other side towards the locomotive duly observing the release of brakes of all the wagons.**
- h. After ensuring the above procedure, the LP shall go to station, prepare the GDR Check memo in duplicate (signature of Guard column be kept ‘blank’) duly signing the same along with the SM, who shall retain one copy as station record which shall be pasted in the Stabled Load Register.**
- i. The train can commence its journey.**

**NOTE:** When the freight train is ordered without Guard and GLP check is necessary, **additional time for GLP check from the existing 30 minutes to 60 minutes is permitted for a rake of 59+1** to note down the application of brakes and inoperative cylinders.

**Suitable amendment to SR will follow**

**CHIEF SAFETY OFFICER  
SAFETY ORGANISATION SOUTH CENTRAL RAILWAY**