

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/9/2015

Fly Leaf No. 09/2015

Attention..... ALL CONCERNED

JOINT PROCEDURE ORDER

ON HAULAGE OF DIESEL / ELECTRICAL DEAD LOCOMOTIVES (CPTM/SC letter No. TP.34/P/Dead Locos/Vol. VI dated 13.8.2015)

The following are the instructions to haul dead locomotives by Goods trains and passenger carrying trains except Rajdhani / Shatabdi / Duranto trains issued vide above referred JPO.

a) Need for haulage of dead Locomotives:

A locomotive may be required to be moved as dead-

- i) To clear a block section and take the locomotive to its destination in case of failure or break down on the road;
- ii) For sending the locomotive to workshop / running shed for repairs and/or maintenance schedules.
- iii) To balance the loco from one division to another.

b) The following combination of working and dead locos is permitted:

1. For Goods trains-

- i) One Live Loco + One Dead Loco
- ii) Two Live Locos + One Dead Loco or One Live Loco + Two Dead Locos
- iii) Two Live Locos + Two Dead Locos

2. For Coaching Trains except Rajdhani / Shatabdi / Duranto

- i) One Live Loco + One Dead Loco
- ii) Two Live Locos + One Dead Loco
- iii) Two Live Diesel Locos (WDM2, WDG3A, WDM3A, WDM3D) + Two Dead diesel Locomotives (WDM2, WDG3A, WDM3A, WDM3D) on KZJ-SC/HYB sections vide RDSO Lr.No. SD.DFM.A.4.7, dt.10.02.2015.

3. However, in exigencies like MU loco failures, it is permitted to haul two dead locos with two live locos (Electrical or Diesel) on coaching trains in all sections of SCR to clear the section with a restricted speed of **20 KMPH strictly up to next feasible station where the failed dead locos may be detached.**

c) However, movement of Two dead locomotives with working diesel locomotives on coaching trains (except Rajadhani, Shatabdi and Duranto) is permitted between KZJ and SC/HYB section subjected to compliances of following conditions vide RDSO Lr.No. SD.DFM.A.4.7 , dt.10.02.2015.

1. Dead locomotives are attached next to working locomotives and brakes on dead locomotive are functional.
2. Dead locomotives are attached to a mail / express / passenger / mixed train (Except Rajadhani, Duranto or Shatabdi Exp.)
3. As a result of attachment of dead locomotives, the maximum permissible length and maximum permissible load of the train should not be exceeded.
4. In case of MPS of the dead locomotives is less than the maximum permissible speed of the train, suitable speed restriction shall be imposed on the train while attaching the dead locomotives.

5. Certificate for 'Fit' to run is issued by Section Engineer / Loco Inspector, Power Controller of passenger train.
6. As a final check, the coupled locos should be run about 500 m and the LP shall check for any abnormal rise in temperature of the wheels of the dead locomotive and shall also check it at subsequent stops during the journey.
7. Locomotive with defect(s) in undergear equipment should not be attached.
8. The other conditions mentioned in the General and Subsidiary Rules for train operation are to be followed.

d) Other guide lines issued vide RDSO instruction Bulletin No. MP.IB.BK.01.05.05, Rev-03, April-2010 in section-1 for recommended instructions to haul dead diesel & electric locomotives are to be complied in addition to the conditions mentioned in RDSO Lr. No. SD.DFM.A.4.7 , dt.10.02.2015 as under:

1) Basic requirements under Para 2.3:

- i) As far as possible brakes should apply on dead locomotive in synchronization with working locomotive.
- ii) On a dead locomotive, all the circuit breakers and battery knife switch shall be off and such other steps taken to ensure that the dead locomotive cannot be started inadvertently.
- iii) On diesel / electric locomotives it should be ensured that reverser handle is placed in neutral position and removed. For long distance movement of dead diesel-electric / electric locomotives, the traction motor brushes shall be lifted and properly secured.
- iv) The locomotive brakes shall be fully released. The brake pipe and MR pressures shall be fully discharged or the vacuum fully destroyed. The MU2B valve shall be placed in trail / dead position.
- v) The train LP shall be informed that he should work the train carefully as the dead locomotive is attached.

2) Haulage of dead locomotive by Goods and mail / express / passenger / mixed trains under Para 2.5 & 2.6:

Haulage of dead locomotive by Goods train	Haulage of dead locomotive by mail / express / passenger / mixed train
<p>Para 2.5.1: If the dead Loco brakes are functional, it is attached next to working locomotive(s) and MR & BC equalizing pipes are connected so that the brake power of the dead locomotives can be utilized.</p> <p>Para 2.5.2: Dead locomotive to be treated as piped vehicle</p> <ol style="list-style-type: none"> i) If dead locomotive brakes are functional but it is not attached next to working locomotive. or ii) MR and BC equalizing pipes are not connected. or iii) Dead Loco brakes are not functional. <p>The conditions to be satisfied in these cases are as under:</p> <ol style="list-style-type: none"> a) Only one dead locomotive is permitted to haul. b) If the dead locomotive is not placed next to the train locomotive, it may be marshalled 	<p>Para 2.6.1: If the dead Loco brakes are functional, it is attached next to working locomotive(s) and MR & BC equalizing pipes are connected</p> <p>Para No.2.6.1.2: Dead locomotive may be attached at originating station or en-route provided that the brake power of mail / express / passenger / mixed train (excluding dead locomotive) is at least 90% when dead locomotive is attached.</p> <p>Para No. 2.6.2: Dead locomotive brakes are not functional and it is hauled as piped vehicle.</p> <ol style="list-style-type: none"> i) Only one dead diesel / electric locomotive is attached to the train. ii) Brake power of mail /express / passenger / mixed train (excluding dead locomotive) is at least 90% when dead locomotive is attached.

anywhere on the goods train provided that the distance between the dead loco and the train loco / banking loco (if any) shall be equalled to the largest span of the bridge in the section duly following the below given safety requirements from the point of view of brakes

- **Dual brake loco on vacuum train:** Vacuum train pipe of the dead loco can be connected with the vacuum train pipe of rolling stock and at least twenty fully vacuum braked 4-wheeler units shall be attached behind the dead locomotive.
- **Dual brake dead loco / airbrake loco on airbrake train:** Brake pipe of dead locomotive shall be attached to brake pipe of the train and at least ten fully braked wagons shall be attached behind the locomotive.

Para No.2.5.4 and Para No.2.6.3: When dead locomotive is attached in rear of the train as last vehicle and cannot work as piped vehicle: (For example pure airbrake loco attached to a vacuum brake train, breakage of Brake Pipe / its angle cock or any other reason)

- i) Only one dead locomotive is permitted to haul.
- ii) Such type of dead loco movement is permitted on gradients not steeper than 1 in 100.
- iii) Dead Locomotive will be accompanied by a competent person not less than ALP. This competent person should be provided with suitable equipment including walkie-talkie set, flags, detonators, etc. The Guard of the train to which dead locomotive has been attached shall personally ensure that the dead locomotive is accompanied by such a competent person. It will be the duty and the responsibility of the competent person to switch 'on' the flasher light and apply the handbrakes judiciously in case of runaway occurring.

3) **RDSO instruction Bulletin No. MP.IB.BK.01.05.05, Rev-03, April-2010 in section-2:** Instructions concerning brake system for hauling dead locomotive should be notified to the crew through SOB for both Diesel and Electric locomotives separately.

4) **RDSO instruction Bulletin No. MP.IB.BK.01.05.05, Rev-03, April-2010 in section-1 of Para3.0:**

Bridges: *Instructions related to Bridges on SCR for haulage of dead locomotives (Two live and Two dead) are to be incorporated by engineering department if any.*

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