

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/3/2016

Fly Leaf No. 03/2016

Attention.....

Operating, Mechanical & Electrical Staff

COACHING RAKE STABLING PRECAUTIONS

On 07.03.2016, an unusual incident took place at Kacheguda station on HYB division in which T.No.12647 (CBE-NZM) Kongu Express 'Rolled Back' from platform No-1 (UP Mainline) for a length of 3 coaches outside the Fouling mark. The details are as under-

1. T.No.12647 (CBE-NZM) Express arrived Kacheguda station of HYB Division at 10.40 hours on PF No.1.
2. Scheduled power interception (Diesel Traction to Electrical Traction) was planned.
3. Outgoing AC traction Loco has arrived from SC at 11.00 hours.
4. Meanwhile incoming diesel power was detached by applying Hand Brakes of front and rear SLRs.
5. Before attaching out going AC power, TXR staff **released the formation which they are supposed to do only after attaching outgoing loco.**
6. The formation rolled back though hand brakes were applied in both SLRs since brake blocks did not hold the wheels & wooden wedges have fallen down from the track.
7. TXR Staff at KZJ examined & declared that hand brake application in SLRs is not holding.

Earlier also similar such incident occurred at KCG on 17.3.2012 in which the rake of T.No.17639 KCG-AK Express rolled back from PF No.4 since the formation was not secured properly and the formation was released before attaching the Train Engine. Based on that incident, Safety Branch of Headquarters has issued Flyleaf No.3 in 2012, in which it was clearly mentioned that coaching formation should not be released without attaching engine. Even then, same mistake was committed by the Mechanical staff and caused another unusual incident on HYB division at KCG station.

In order to prevent such incidents in future, the instructions are once again reiterated for strict compliance. When coaching rakes are stabled;

I. ON RUNNING LINES

A. During stabling:

1. Before detaching the locomotive from the formation, the SM shall ensure that the rake is within the fouling marks.
2. LP / Shunter shall apply A9 (formation brakes) and then pull or push the formation to ensure whether the formation is moving or not; if it is moving,

LP / Shunter shall once again release and apply the A9 and finally ensure that the formation is not moving.

3. Handbrakes of all SLRs in the formation are applied and ensure the brake blocks are holding the wheels tightly by physical verification.
4. Iron skids, at least 2 at each end of the formation shall be placed below the wheels to arrest movement.
5. At least two safety chains (one at each end) shall be used for securing the formation.
6. Entry in the 'Stabled Load Register' filling up all the relevant columns to the above effect should be made irrespective of time limit, except for loco reversing or traction change.
7. SM shall exchange PN with the SCOR who shall record the same on the chart.
8. LV Board / Tail lamp duly lit should be placed on either end of the formation.
9. Red ink in the TSR to be made apart from making entry in the Station Diary, if still in stabled condition while handing over charge. SM who is taking over charge should also sign as a token of acknowledgement in the Station Diary.
10. In case of EMU/MEMU/DEMU rakes – the LP shall ensure that the formation brakes are applied. The LP and Guard of the train shall ensure that wedges are placed on either side of the formation. The LP shall remove the MPJ Key, BIV Key and BL Key and hand over the same at Crew Lobby or with Dy.SM.

B. In case of power interceptions (diesel to electric or vice versa or diesel to diesel traction): Dy.SM & Guard shall supervise & ensure

Before detaching the loco

1. **The hand brakes in all the SLRs (including ICs, if any) are applied and holding the wheel.**
2. **At least two Iron skids are placed on extreme ends of the formation is kept.**
3. **LP shall ensure that A-9 (formation brakes) is applied.**
4. **After disconnecting the air-hoses, pull or push the formation and see whether any movement is taking place. If any movement is noticed, again create and destroy the air pressure and repeat the exercise of pulling or pushing the formation.**

While attaching the loco

5. Ensure the locomotive is stopped 20m before the formation.
6. After attaching the formation, remove the safety equipment and release the hand brakes of SLRs which were earlier applied.
7. Then finally release the entire formation.

C. While clearing the rake / departure:

1. Bring the nominated loco on to the formation duly issuing Shunting Order T.806 (if exempted at a particular station, the same is not required).
2. Stop the locomotive **20m** before the formation.
3. After attaching the loco to the formation, remove all the safety equipment used to secure the formation such as iron skids, safety chains, etc., and then

release the hand brakes in all the SLRs and finally release manually all the coaches.

4. LP shall build up the required level of 5 / 6 kgcm² in the BP / FP pressures respectively.
5. If formation releasing activity is the responsibility of TXR, **the activity shall be co-ordinated by Operating Staff with Mechanical Staff; and ensure that releasing the formation takes place only after attaching the loco and not before the arrival / attaching the locomotive.**

NOTE: STABLING OF RAKE ON MAINLINE (NON-ISOLATED LINE) SHALL NEVER BE DONE. IF REQUIRED TO BE PLACED, THE RAKE SHOULD BE WITH LIVE LOCO AND CREW – SMs, SECTION TI AND SCOR SHOULD ENSURE THE SAME IS STRICTLY FOLLOWED.

II. ON SIDINGS

1. All the above points except, 8 and 9 of Para I (A) are required to be followed while stabling the formation in the Siding.
2. Similarly while despatching the rake, except point No. 2 of Para 1 (B) is required to be followed.

III. ON PITLINES

1. Mechanical Staff shall ensure that the formation is within the fouling mark.
2. The Operating Staff of the station after placing the rake in the pitline shall ensure placing of skids, applying hand brakes of SLRs, ensure A9 formation brakes are applied by the Shunter before detaching the loco from the formation.
3. Then the SM of the station shall prepare the T. 431 (Train Examination Advice) and hand over the over the same to the TXR staff who shall acknowledge.
4. Once the T.431 is acknowledged by the TXR staff, it is the further responsibility of them to ensure the formation is in secured condition till the rake is certified 'fit' and cleared by the Operating Staff.
5. After detaching the locomotive, they shall keep 'Stop, men at work' boards on either side of the formation as a visual warning to the Shunting Staff.
6. Record the time of stabling in a register.
7. After the primary maintenance of the rake, authorise the locomotive to come on to the pit line.
8. Remove the 'stop' board, attach the loco to the formation, remove all the safety equipment used to secure the formation, release the formation and then allow the formation to be drawn ahead duly recording the time of removal in the register.

SSE/SE/JE – C&W SHALL ENSURE THE ABOVE STIPULATED INSTRUCTIONS ARE STRICTLY EXECUTED WITHOUT GIVING SCOPE FOR ANY DILUTION.

**CHIEF SAFETY OFFICER
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