

(157)

EAST COAST RAILWAYJoint Procedure Order No.12/2012

No.ECoR/Optg/SC/66/JPO/Banker

Date: 9.01.2013

Sub:- Attaching & working of Banking engine, Assisting engine, Dead engine and Relief engine over East Coast Railway.

== ==

1) Attachment & Working of Banking Engine:

Banking engine is provided to a goods train over a part of the section if the train engine fails to haul the load due to raising gradient, wet rail, under-powering etc. Following guidelines shall be followed for attaching and working of Banking Engine:-


- i) Banking engine should be attached in rear of the last vehicle of the train.
- ii) In Ghat sections trains running with banker should have air pressure continuity up to the banking engine. But air pressure of the banking engine should be isolated from the train pipe in order to prevent brake binding on train.
- iii) In other sections due to operational requirement, brake pipe of the banking engine need not be connected to the train pipe.
- iv) Co-ordination between the train loco pilot & banker pilot should be maintained by using prescribed whistle code as specified in SR 4.50.1, instructions contained in SR to GR 3.84 and through walkie-talkie.
- v) Section and type of trains for which Banking is required may be notified by the divisions or may be decided on case to case basis by the Section Controller.

2) Attachment & Working of Assisting Engine:

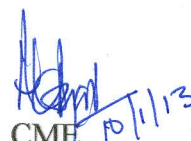
Sometimes it may not be possible to attach the banking engine in rear of the train. In such a case banking may be given from the front. Such engine attached in front of the working train engine shall be called Assisting engine. Following guidelines shall be followed for attaching and working of this Assisting engine:-


- i) Continuity of air pressure is to be ensured from the fore-most engine (i.e. Assisting engine) to the rear-most vehicle of the train.
- ii) Air pressure of the train engine should be isolated from the train pipe in order to prevent brake binding on train. So, only the leading loco pilot (of Assisting engine) will have control over the train brakes. Loco pilot of the train engine will have no control over the train brakes and he will only assist in hauling the train.
- iii) Co-ordination between Loco pilots of the train engine and the Assisting engine should be maintained by using prescribed whistle code as specified in SR 4.50.1, instructions contained in SR to GR 3.84 and through walkie-talkie.


PCE


COM


CEE


CME


CSO

(156)

3) Attachment of Dead Locomotive to a train:


Sometimes it may be required to attach locomotives in shut-down condition(i.e. dead engine)to a train for the purpose of balancing,saving path,saving crew or for dispatching an incapacitated engine to loco shed. Following guidelines shall be followed in such case:-

- i) Such engines shall be attached next to the working engine(s), i.e. between the working engine(s) and the train.
- ii) Continuity of air pressure is to be ensured from the working engine to the last vehicle of the train.
- iii) Such dead engine(s) need not be manned.
- iv) Maximum 4 locomotives (1 working+1 dead or 2 working+1 dead or 2 working+2 dead or 3 working+1 dead) can be coupled together and moved in a goods train.
- v) If brakes of the dead engine are functional then MR & BC equalizing pipes of the coupled engines shall be connected so that brake power of the dead engine can be utilized.
- vi) If brakes of the dead engine are not functional OR if it is not possible to connect MR & BC equalizing pipes of the engines then the dead engine will be hauled as piped vehicle only.
- vii) In case it is not possible to attach the dead engine as a piped vehicle due to reasons like breakage of brake pipe,damage of angle cocks etc then the dead engine may be attached in rear of the brake van/SLR. In such a case following guidelines shall be followed:-
 - a. Only one dead locomotive is permitted to be hauled.
 - b. The dead locomotive shall be manned by an ALP/LP/LI/Loco maintenance supervisor.
 - c. The staff manning the dead locomotive should have walkie-talkie for communication in case of uncoupling/train parting and subsequent run-away/roll-down of his engine.He should be ready to apply Hand brakes in such a situation.
 - d. Such movement shall not be permitted on gradients steeper than 1 in 100.
- viii) In case a dead locomotive is to be attached to a Mail Express/Passenger/Mixed train following restrictions shall be imposed in conjunction with the above guidelines:-
 - a. Only one dead locomotive can be attached to the train.
 - b. Brake power of the train after attachment of the dead locomotive should not be less than 90%.
 - c. Dead locomotive shall not be attached to Rajdhani/Shatabdi Exp.
- ix) For detailed guidelines regarding attachment and movement of dead locomotives, ECoR's JPO No.8 issued vide letter No.ECoR/Optg/JPO/66/Dead loco dated 12.9.2006 may be referred to.


 PCE


 COM


 CEE


 CME




 CSO

(155)

4) Attachment & Working of Relief Engine:-

In case of failure of the train engine the train will require a 'Relief Engine' for its onward journey. Following guidelines shall be followed for attachment and working of a Relief engine:-

- i) The Relief engine shall be attached in front of the failed engine.
- ii) Guidelines for 'Attachment of Dead Locomotive to a train' described in para (3) above shall be followed. The failed train engine will be the dead engine in this case.
- iii) In case it is not possible to attach in front, the Relief engine may be attached in rear of the brake van/SLR. The train will then be driven from the rear engine(i.e. Relief engine) with the 'train and the failed(dead)engine' in front. In such a case following guidelines may be followed:-
 - a. This type of movement shall be permitted only to clear the block section.
 - b. The Failed engine and the Relief engine should be manned.
 - c. Brake pipe of the Relief engine shall be connected to the train pipe.
 - d. Continuity of air pressure is to be ensured from the rear-most engine(i.e. Relief engine) to the fore-most engine(i.e. Failed engine).
 - e. LP/ALP of the Failed engine should be ready to apply Emergency brakes when required.
 - f. Coordination between loco pilots of the failed engine and the relief engine will be through walkie-talkie.
 - g. Precautions as prescribed in GR 4.12(Engine pushing) along with its SR shall be followed.


PCE
COM
CEE
10/1/13
CME
10/1/13
CSO