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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.

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**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.

  
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