

## **SOUTH CENTRAL RAILWAY**

Safety.387/Fly Leaf/01/2015

### **Fly Leaf No. 01/2015**

## **Attention...LOCO RUNNING STAFF**

### **Precautions to be taken while handling light Engines**

#### **1.0 Checking of light engines before taking over / starting:-**

- 1.1 While taking over the light engine, go through the loco log book and observe all the remarks written there. Ensure working of hand brake/parking brakes and availability of 4 nos. of skids in the loco.
- 1.2 Ensure BC gauge pressure at 3.5 Kg/cm<sup>2</sup> and keep SA9 in application position and conduct loco brake power test as per the procedure.
- 1.3 Also ensure that all the brake cylinders are in applied condition and brake blocks are touching the wheels.
- 1.4 In case of WAG-5 and WAG-7 locos, the light engine should not move up to 600 AMPS and in case of WAP-1, WAP-4 and WAM-4 locos, it should not move up to 800 AMPS.
- 1.5 In case of WAP-5, WAP-7 and WAG-9 locomotives, set the screen in simulation mode, release parking brakes and keep throttle in TE side and ensure that loco should not move up to 150 KN. In case of WAP-5 locomotives, it should not move up to 100 KN.
- 1.6 In case of diesel locomotives, test the loco brake power by keeping ECS in run position, selector in motoring position, GF switch in ON position, SA9 in application position and ensure BC pressure 3.5 kg/cm<sup>2</sup> in conventional locos and 5.2 kg/cm<sup>2</sup> in all HHP locos by keeping direct brakes in application position. Open the throttle, the loco should not move up to 2<sup>nd</sup> Notch.
- 1.7 In case of diesel locomotives WDM-3D, WDG-3A, WDM-3A & WDM-3F which are having provision for cut out cock for SA9, it should be ensured that cut out cock on both control stands should be in open and sealed condition. Similar is the procedure for MU/CLEs.
- 1.8 Ensure C3W valve should be in service condition.

#### **2.0 Precautions to be taken while light engine on run:-**

- 2.1 To be more careful while driving light engines, since the brake power of light engines may not be as good as train brakes. Also know braking distance for composite and cast iron brake blocks.

- 2.2 Use SA9 for stopping the light engine. In case of failure, apply immediately A9 to emergency position or operate RS/D1-emergency brake valve for application of Loco brakes through conjunction working and also apply hand brakes.
- 2.3 Do not use Rheostatic / Regenerative braking for stopping light engines and ensure MP in 'zero' position while stopping the light engine.

**3.0 Securing the light engine when stabled:-**

- 3.1 After stopping the light engine, secure the loco as per the procedure to avoid roll back/roll down.
- 3.2 Reverser handle to be kept in secured place as per the practice in vogue.

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**CHIEF SAFETY OFFICER  
SAFETY ORGANISATION**