

**Circular No. 08/11/MECH,ALD/C&W**

**NORTH CENTRAL RAILWAY**

**Joint Procedure Order**

**Sub-Coupling of coaching trains with CBC hauled by Electric/Diesel Locomotives.**

The following procedure order on the platform and before should be adopted for a CBC fitted coaching train to be hauled by electric/Diesel locomotive.

1. After berthing of CBC rake on the platform and before releasing the rake by C&W, the first five coaches should be in braked condition.
2. For attaching the locomotive, locomotive should be stopped at about 20 m away from the first coach (SR5.1.33) and shall move slowly to again stop at not less than 3 meters from first coach of the rake.
3. The SLR CBC and loco CBC shall be aligned horizontally so that they are within gathering range.
4. The SLR CBC knuckle shall be kept in closed position and ensure full clearance of tell tale recess. The loco CBC knuckle shall be unlocked and kept in open condition.
5. The loco pilot shall proceed with the loco up to second notch in succession so that loco can get coupled with the coach at speed of 2 to 3 kmph.
6. On coupling, full clearance of tell-tale recess of both couplers shall be ensured by C&W staff. C&W staff after ensuring that both the couplings are in place shall lock uncoupling rod by putting locking pins in place in the both the CBCs and the locking pins shall be tied by GI wire.
7. Training of the entire loco pilot has to be arranged covering all the points. Courses regarding correct procedure of coupling, the CBC rakes and how to ensure proper locking. Once all the loco pilots are fully trained in handling CBC coupling, loco pilot should be made responsible for checking proper locking of CBC of 1st coach with locomotive. In Agra and JHS divisions, responsibility of coupling/uncoupling of loco from rakes is done by points man (Operating department). Responsibility of coupling of CBC rakes shall remain with pointsman and accordingly they should also be trained. Till loco pilots/pointsman are trained, the work shall be assigned to C&W staff escorting the train.

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8. The loco pilot shall work in 2<sup>nd</sup> notch for checking correctness of coupling by pulling. C&W staff shall insert the shim as per RDSO sketch.
9. When the loco is in the pulled condition, the gaps in the CBC shall be filled by providing shims of adequate thickness by C&W staff. The shims shall be tied with wire to the restrictor plate.
10. The loco pilot and guard shall ensure that the required amounts of BP and FP pressures are built up in loco and SLR respectively as under.

Location	BP	FP
Loco	5.0 kg/cm <sup>2</sup>	6.0 kg/cm <sup>2</sup>
SLR	4.8 kg/cm <sup>2</sup>	5.8 kg/cm <sup>2</sup>

11. After ensuring the above procedure for coupling, the brakes of first 5 coaches should be released by C&W staff.
12. In case of newly introduced trains, C&W staff shall travel in rear cab of the working locomotive. Authority for travel in rear cab by C&W escorting staff shall be issued by divisions. In case of any problem enroute in coupling noticed by the loco pilot, he shall sound the whistle code, and advise guard regarding difficulty/ any abnormality in the coupling. Escorting staff shall immediately report to the loco pilot. Such escorting shall be for a limited period, say 2 weeks.
13. The CBC of the coaching stock should be maintained as per RDSO's Maintenance Instructions no RDSO/2006/CG/CMI-01 dated 16.10.2006. The loco CBC should be maintained as per RDSO's technical Booklet no G-76.
14. This JPO should be followed by immediate effect and this will be reviewed after two years.

  
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