

Eastern Railway

Technical Instruction No. 02/OPN/ER/20(Rev.1)

No. EL/OP/102

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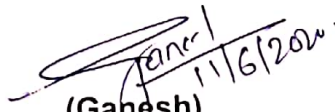
Measures to Prevent Bumping of Locomotives during Shunting Operations in Trip and Loco Sheds

Recently there have been incidences of bumping of locomotives in Trip Shed of Bamangachi causing damages to large number of locomotives. Incidences of bumping are more frequent in Loco Sheds and Trip Sheds primarily on account of human errors, such as wrong cab driving, over speeding, not applying brakes in time, etc.

In order to prevent re-occurrence of bumping of locomotives followings instructions are issued:

1. Wrong cab working must be prevented, i.e. LPS will always occupy the front/leading cab.
2. Maximum speed of shunting shall be 10 Kmph.
3. While carrying out shunting operation with three phase locomotives (WAP5/WAP7/WAG9), Configuration Mode Switch no. 160 in SB-1 Panel must be kept in "0" position before commencement of shunting. This will clamp the maximum speed to 15 Kmph.
4. Braking shall always be done by SA9, only, not by Regenerative/ Rheostatic braking.
5. Sheds must provide retro-refractive Stop/Start Boards with Max. Speed painted at following locations:
 - a. Fixed in nature mounted on OHE masts at the entrance of Trip Sheds/ Loco Sheds
 - b. Mounted on pedestals at 20m away from the locomotives which is to be shunted.
6. Not more than two locomotives (one working loco + two dead locos) shall be hauled during shunting for better visibility.
7. Divisional and Shed Officers must carry out ambush checks on weekly basis to ensure above instructions.
8. Before ordering for shunting on duty supervisor of Trip Shed/ PPO/PPIO must ensure that no one is working on locos to be shunted.

All LPS must be counselled immediately and a feedback for the same may please be given to HQ/TLC on daily basis.


(Ganesh)
Chief Electrical Loco Engineer

Copy to: For counselling of LPSs:

1. SrDEE/OP/ASN, HWH, MLDT and SDAH
2. SrDEE/TRS/ASN and HWH
3. DME/D/BWN
4. PCEE and CEE/OP/KKK: for kind information, please