

Eastern Railway

Technical Instruction No. 04/OPN/ER/20(Rev.0)

No. EL/OP/102

Kolkata, Dt. 15.06.2020

Running of Multiple Unit (MU) of Tap-changer Locomotives from Leading Loco when Leading Loco fails

When leading loco of MU of Tap-changer locomotives (WAG5 and WAG7) fails (power circuit is disabled) , the section can be cleared using control circuit of leading loco and traction power of trailing loco. This enables running of trains at normal speed and so faster clearing of section. Existing practice is to clear the section with trailing loco as per G&SR 4.21.

Detailed procedure is given below :

1. Trip DJ and isolate cock of VCB of Leading loco for any leakage in VCB.
2. Close both Pantograph Isolating Cocks of Leading loco.
3. Check for BA voltage, it should be above 90 V.
4. Operate ZPT to raise pantograph, check if pantograph of only trailing loco is raised.
5. Operate BLDJ & BLRDJ to closed VCB of trailing loco.
6. Ensuring MR pressure is above 8 Kg/cm². If necessary, number of working CPs may be increased in trailing loco.
7. Following normal procedure of MU operation, resume traction from leading loco and clear the block section and inform TLC.
8. As **notch repeater of leading loco** will not show notch counting of GR, so notch counting has to be done by the loco pilot.
9. With DJ of leading loco remains in open condition ,CHBA will not be in service, hence keep a watch on BA voltage, it should be above 90V.
10. Switch off Cab lights (if not required),Cab fans and corridor lights to prevent discharging of battery.
11. Before stopping the train and application of brakes, MP must be brought down to "O", **MP must not be kept on "N"**.

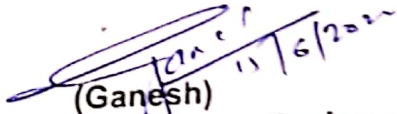
Note:

- a) If leading loco is SIV fitted, it's QCON relay shall be wedged manually in energised condition to ensure working of compressors in trailing loco.
- b) If the leading loco is ARNO fitted, normal operation of multi operation can be done.

If it is not possible to work from leading loco.

1. Do not change the position of pneumatic cocks of the leading loco, get into the trailing loco and switch 'ON' BLSN switch – close DJ. Also inform TLC.
2. ALP will take notches from the trailing loco, LP will control the train with A-9 of the leading loco and clear the section as per G&SR 4.21.
3. On application of Emergency brake with A-9 in leading loco, GR of trailing loco automatically comes to '0'.

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


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15/6/2020
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. PCEE and CEE/OP/KKK: for kind information, please