

सं./No.RSO/CKP/6/91/171

To
All CLI's
CKP Division
S.E.Railway.

Sub: - Cab changing procedure of MU Locos.

In above subject it is to inform that during shunting, sometime Loco pilots do not follow the cab changing procedure strictly as a result some untoward incident happens. Hence CLI's are advised to counsel the following cab changing procedure to every LP/ALP and LPS as well as ambush checking should also be conducted at major yards & Sidings at regular interval. Any irregularities noticed shall be reported in written to the under signed without fail.

The following procedure is to be followed while performing Cab changing with SU/MU/Consist Locomotives.

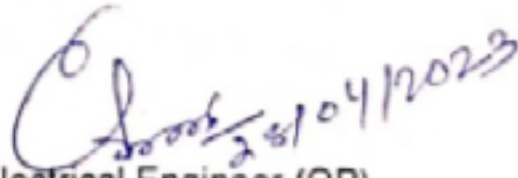
Cab changing procedure in Conventional MU Locos

Driving Cab (of the loco which is to be working as trailing loco):

1. Build up MR pressure to 9.5 kg/cm².
2. Keep A-9 & SA-9 on application position.
3. Check that BC pressure gauge indicates 3.5 kg/cm².
4. Apply hand brake/ wooden wedges towards falling gradient.
5. Do not change pneumatic COC position.
6. Open DJ, switch off all auxiliary switches, lower pantograph, put MPJ to '0', lock BL and remove all the keys.
7. Proceed to other loco.

In the other loco (which is to be working as leading loco):

1. Apply loco brake through SA-9 and keep A-9 in release position. Then open A-9 and SA-9 supply and apply COCs. Ensure BC gauge is showing 3.5 kg/cm².
2. Put MU2B on 'LEAD' position and open BP charging COC A-8.
3. Unlock BL, raise pantos, close DJ, start auxiliaries.
4. Proceed to rear loco. Change MU2B to 'TRAIL' position, close A-8 cock, A-9 & SA-9 supply and apply COCS and keep A-9 & SA-9 in release position.
5. Close the cab doors and windows.
6. Then return to leading loco. Check the working of A-9 and SA-9.
7. Conduct Loco brake test.
8. Release hand brake/remove wooden wedges of trailing loco.
9. Before moving loco conduct brake power test.


Sr. Divl. Electrical Engineer (OP)