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लखनऊ - 226 011  
Government of India-Ministry of Railways  
Research Designs & Standards Organisation  
LUCKNOW - 226 011

## फैक्स द्वारा

जम्हायत बल्ल-त छठ 5

सं. ईएल/3.1.35/2

दि. 5.11.97

### महाप्रबन्धक (विद्युत)

1. उत्तर रेलवे, बडौदा हाउस,  
नई दिल्ली - 110 001
2. पूर्व रेलवे, फेयर्ली प्लेस  
कलकत्ता - 700 001

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**विषय :** मृत डब्लू.ए.पी.5/डब्लू.ए.जी.-9 इंजनो को ढोने का तरीका  
**संदर्भ :** सी.ई.एल.ई./पूर्व रेल का दिनांक 17.10.97 का अर्ध सरकारी पत्र सं  
ईएल/90/2/143/21/सी.के.एस.

मृत डब्लू.ए.पी. 5 डब्लू इंजनो को ढो कर ले जाने से पूर्व की जाने वाली तैयारियों इन इंजनो के "डाईवरस मैनुअल" के पैरा 4.14/4.13 में उल्लिखित है। तथापि हाल ही में कुछ डब्लू.ए.जी.9 इंजनो के पहियो का अत्यधिक गर्म हो जाने की घटनाओं को ध्यान में रखते हुए यह जरूरी है कि रेलवे इन तैयारियों की पूरी तरह से पालन सुनिश्चित करें।

संलग्न है इन इंजनो को ढौकर ले जाने के लिए आवश्यक कदमों का एक विस्तृत अनुदेश/कृपया इन अनुदेशों का पालन करने के लिए आवश्यक कार्यवाही करें।

यह भी सिफारिश की जाती है कि इन अनुदेशों का डब्लू.ए.पी. 5 व डब्लू.ए.जी. 9 इंजनो के ड्राइवरस कैब में दर्शाया जाय।

बी के पटेल  
कृते महानिदेश / विद्युत

संलग्नक उपरोक्त  
प्रति : सचिव, विद्युत कर्णाद्ध  
रेलवे बोर्ड, रेल भवन  
नई दिल्ली - 110 001 - को सूचनार्थ प्रेषित  
संलग्नक यथोक्त

बी के पटेल  
कृते महानिदेश / विद्युत

**PROCEDURE FOR MOVEMENT OF DEAD WAP 5/WAG 9 LOCOMOTIVE**

1. Switch off BLDJ and lower the pantograph of the loco to be sent as dead. Isolate the pantographs through panto isolating cocks on pneumatic panel.
2. Switch off the CEL by first putting BL switch to 'C' and then to "OFF". Switch off the 'Circuit Breaker Control Circuits Locomotive'(112.1) in SB2 panel.
3. Couple the dead loco with live loco in the rear mechanically (CBC).
4. Put Auto Brake controller (A-9) in Neutral' position in both cabs of the dead locomotive.
5. Put the direct brake controller (SA-9) in 'Release' position in both cabs of the dead locomotive.
6. Drain the main reservoirs and auxiliary reservoir of the dead locomotive completely. After draining out, Close the drain cocks of main reservoir and auxiliary reservoir.
7. If loco brake in the dead locomotive have not got released, which can be verified by observing the BC pressure gauge, then release the same in the following steps.
  - (i) Manual handle of distributor valve at pneumatic panel should be operated manually to release control BC pressure. BC pressure shall automatically vent through D2 relay valve to release loco brakes.
  - (ii) In case residual BC pressure remains in brake cylinder line. the BC pressure should be released through bogie isolating cock of both bogies. Make bogie isolating cocks in 'Normal' position after releasing the BC pressure.
1. In the dead locomotive, ensure isolating cock positions in the pneumatic panel as follows (TOWED DEAD)

Isolating cock	47 (DEAD ENGINE)	74 (EMERGENCY VIGILANCE)	136 (BRAKE FEED PIPE)	70 (E-70 BRAKE PIPE)
Position	OPEN	CLOSED	CLOSED	CLOSED

9. Release the parking brake of the dead loco by manual operation of parking brake release handle on each of the four parking brake units. For manual brake release. first turn the release handle slightly clockwise and then pull till a sound of locking mechanism is heard. The parking brake units are fitted on the following wheels:

LOCO TYPE	WHEEL POSITION OF PARKING BRAKE UNITS			
WAP5	1	4	5	8
WAG9	2	6	7	11

10. Doubly check the release of parking brakes by moving the parking brake unit by hand and observing the clearance between the brake blocks/pads and the wheels.
11. Connect 'BP' pipe of the dead loco to the BP pipe of the live loco and open the Bpangle cock of both the locomotives. The auxiliary reservoir on the dead locomotive will get charged from the BP supply of the live locomotive. Check the 'BP' pressure gauge in the cab of the dead locomotive. It should show the same pressure as that of the live locomotive. (In case locos are to be attached on a train having twin pipe i.e., both BP, and FP then 'FP' of both the locos should also be connected and its angle cock should be opened).
12. If some of the parking brake handles is defective and due to this it was not possible to release it manually as instructed in step-9. then release the same by manually pressing the 'RELEASE' push button of the latched solenoid valve (30) on the pneumatic panel of the dead locomotive.
13. Apply auto brake (A-9) in the live loco and check that loco brakes on both the locomotives are getting applied. then release the autobrake in the live loco and check that loco brakes are getting released on both the locomotives. Rear locomotive (WAG-9/WAP-5 dead) takes about 1 minute to release.
14. As a final check. run the coupled locos for about 500 m and feel for any abnormal rise in temperature of the wheels of the dead loco and also check it at subsequent stops during the journey.
15. Remember that in the dead locomotive. the loco brakes take about 1 minute to release after auto brake application from the live locomotive. Hence after every auto brake application and release, wait for adequate time (minimum 1 minute) for release of loco brakes in dead locomotive before resuming traction
16. Escort provided in the dead locomotive should never put BL key in position 'D' and also strictly avoid to energise the dead locomotive.
17. After reaching the destination, before detaching the live loco, apply the parking brake on dead locomotive by manually pressing the 'APPLY' push button of the latched solenoid valve (30) on the pneumatic panel the dead locomotive.