

1.2. EMUs/MEMUs have been provided with electric bell signals between Loco Pilot/Motorman and Guard and also flasher lights. In case EMUs/MEMUs come to a stop on account of an accident or any other cause which is not immediately obvious and the train cannot proceed, the Loco Pilot/Motorman shall immediately switch on the flasher light and also apprise the Guard of his inability to proceed by sounding 4 bell signals which shall be acknowledged by the Guard. The Guard shall switch on the flasher light and protect the train as per Rule 6.03/9.10. In case of failure of the bell signals, the horn and also the hand signals should be used. When the Loco Pilot/Motorman of an approaching train see the flasher light, he shall act as under:

If the flasher light is observed on the same line on which he is travelling, he will stop short of the train and arrange to protect the train as per Rule 6.03/ 9.10. If the flasher light is not on the line in which he is preceding, he shall exercise greater vigilance and be guided by the hand signals ahead, if any.

2. Maximum number of persons permitted in the cab:

Only two persons other than the Loco Pilot / Motorman or the Guard are authorized to travel in the cab with special permits issued by the competent authority.

3. Guards applying the brake:

If it should be necessary for Guard to stop the train in an emergency as provided for in G.R. 4.45 and S.R. thereunder, he should apply emergency brakes and simultaneously give one bell signal to the Loco Pilot/ Motorman.

4. Changing destination indicators:

It is the duty of Guard to change the destination indicators and exhibit tail board/tail lamp in the rear of EMU/MEMU.

5. Testing of brake power:

Guard and Loco Pilot /Motorman would take over charge of MEMU/EMU at least 30 minutes before the actual departure.

The detailed instructions of conducting Joint Brake Test (JBT) are given below:

Loco Pilot working MEMU/EMU should conduct the JBT after continuity of brake pipe pressure has been observed. This should be conducted before taking out MEMU/EMU on the 1st daily service run from MEMU/EMU shed, stabling siding and platform line.

Following procedure should be observed for Joint Brake Test to be conducted by Loco Pilot/Motorman and Guard.

S. No.	To be done by Loco Pilot/ Motorman	S. No.	To be done by Guard
1	Build up 7Kg/cm ² MR pressure and turn ON the BIV key and charge BP pressure to 5 Kg/cm ² . Give 5 bells to indicate the Guard to be ready for brake test.	2	Acknowledge by giving 5 bells after ensuring 4.9 kg/cm ² BP pressure and watch for brake cylinder pressure gauge.
3	Move brake controller handle between I & II position and hold the brake cylinder(BC) pressure to 0.7 kg/cm ²	4	Guard will note the brake cylinder (BC) pressure which will be about 0.7 kg/cm ² and acknowledge by giving one bell
5	Move the brake controller handle to position – II and observe that	6	Note the Brake cylinder pressure 1.5kg/cm ² in gauge and acknowledge

S. No.	To be done by Loco Pilot/ Motorman	S. No.	To be done by Guard
	brake cylinder pressure gauge reads 1.5 kg/cm^2		by giving one bell.
7	Return the brake controller handle to release position – I and observe that the brake cylinder pressure returns to 'O' and give one bell.	8	Guard to observe brake cylinder pressure to 'O' and acknowledge by giving one bell.
9	–	10	Open the emergency cock by means of the red brake handle to destroy the Brake Pipe (BP) pressure to 'O'
11	After observing that Brake Pipe (BP) pressure dropped to 'O', move the brake controller handle to emergency position.	12	After observing the brake cylinder pressure gauge indicating 1.5 kg/cm^2 , close the emergency cock.
13	Return the brake controller handle to position-I and observe the brake cylinder (BC) pressure drops to 'O'.	14	Acknowledge the same by giving one bell.
15	Wait till the Brake Pipe (BP) pressure is built up to 5 kg/cm^2 and then move the brake controller handle between III & IV position to reduce the Brake pipe (BP) pressure to 3.5 kg/cm^2 and acknowledge the same with Guard by giving one bell.	16	Acknowledge the same by giving one bell.
17	Put the brake controller handle to release position and Brake Pipe (BP) pressure will raise to 5 kg/cm^2 . Indicate by giving 5 bells that JBT is completed.	18	After observing the Brake Pipe (BP) pressure is restored to 5 kg/cm^2 , acknowledge the completion of the JBT by giving 5 bells.

NOTE: During brake tests Guard and Motorman/Loco Pilot may use the bell code 'one pause one' (0 - 0) to draw each other's attention incase of any lapse or abnormality.

In Escorts Knower (EK) brake controller, there are only three positions viz., (1) Release and running (2) Full application (3).Emergency. For testing the auto brakes, the electro pneumatic (EP)/auto switch on the side panel in Loco Pilot's cab should be placed in auto position.

6. Stabling - following precautions must be taken before stabling:

Loco Pilot / Motorman must remove the reversing handle from master control and the control switch key where provided. Then he must destroy the brake pipe pressure to zero, close the isolating cock switch, shut the windows and doors of all the driving compartments and put on all hand brakes.