

Pro-forma for joint check by the Loco Pilot and Guard:

1.	Date:	Station:	
2.	Train No. and Loco No.:		
3.	From.....	To
4.	BPC No., date & station of issue:		
5.	Loaded at or:		Tippled at
6.	Time of Locomotive attached:	:
7.	Total Load:	:
8.	Brake Power Percentage	:	
9.	Deficiencies	:	

Signature of Loco Pilot
(Name of Loco Pilot)

Signature of Guard
(Name of Guard)

S.R. 4.32.11. As and when there is change of traction ie. electric to diesel or vice versa , after ensuring coupling and hose pipes connected, the formation should be released by Assistant Loco Pilot/Guard of the train/station staff/ C&W staff/siding staff. The train shall be started after conducting brake continuity test and after obtaining requisite air pressure. (Item no. 19 of AS-12 dt. 28.12.2023)

S.R. 4.32.12. Instructions for train operation – en route: ((Item no. 20 of AS-12 dt. 28.12.2023)

- (i) At the first opportunity, after starting, the Loco Pilot shall destroy a part of air pressure in order to get an idea of the brake power of the train. On the basis of this test, the Loco Pilot shall regulate the train's speed in such a way that he/she can stop the train wherever required during the run. In the same manner, the Loco Pilot shall test brake power on train, on first falling gradient so that he/she will get an idea of brake power of the train (Item no. 21 of AS-12 dt. 28.12.2023).
- (ii) In case of a Loco Pilot experiencing any inadequacy of brake power and is unable to control and stop the train, he/she shall restrict the speed of the train so as to keep it under control all the time and work the train cautiously to the nearest train examining point where C & W staff shall examine and rectify the defects if any and issue a fresh 'Brake Power Certificate' or make suitable endorsement. (Item no. 22 of AS-12 dt. 28.12.2023).
- (iii) When starting trains after bringing them to a halt by full service or emergency application of brakes, the Loco Pilots shall build air pressure in the locomotives to the levels indicated in SR 4.32.3 above and allow it to build up in the brake-vans before starting their trains. (Item no. 23 of AS-12 dt. 28.12.2023).

4.33. Examination of single and multiple units by Loco Pilot.—

When coupling single or multiple units or coaches of any such units together, the Loco Pilot shall be responsible for observing that all electrical couplings are properly made. After all couplings have been made, the Loco Pilot while taking over the complete train shall satisfy himself that the control and power apparatus and brakes of the complete train are in proper and prescribed working order. 4.33.