

7. **Power going off the line - application of hand brakes:**

Should power go off the line, while the EMU/MEMU is standing on a grade, the Loco Pilot/ Motorman must immediately apply the hand brakes in both cabs to the full extent and apply the wedges towards the falling gradient.

8. **Protection of EMU/MEMUs stopped between block stations/ Automatic signaling territory:**

If the detention exceeds or it is likely to exceed 10 minutes, the EMU/MEMU shall be protected as per Rule 6.03/9.10.

9. **Fire:**

9.1. **Fire on Power Distribution System-**

In the event of fire on any part of the electrical equipment, the affected part is first to be completely isolated from the distribution system, if this has not been done automatically. If arching continues due to feed from adjacent sub-stations, this feed shall be interrupted by means of the supervisory control equipment by direct telephone communication to the adjacent sub-stations. The fire shall be extinguished by means of the extinguishers provided.

9.1.1. Water shall not be used for extinguishing fires on electrical equipment. Fire extinguishers shall be recharged immediately after use.

9.1.2. If the services of the Fire Brigade are required, the Brigade shall not be allowed to commence operations until all electrical equipment adjacent to the fire has been made dead.

9.2. In the event of fire on EMU/MEMU, the Loco Pilot/Motorman shall immediately switch off the circuit breaker and lower the pantograph. The train shall then be brought to a stop at once.

10. **Leading cab of EMU/MEMU becoming defective:**

In cases where the leading cab of an EMU/MEMU has become defective, the maximum speed shall be 40 Kmph for electric locomotive, 30 Kmph for EMU/MEMU stock except in cases where the brake equipment is inoperative from the leading driving cab in which contingency, the maximum speed shall not exceed 15 Kmph.

**Annexure–I****EMU/MEMU CAR SHED \_\_\_\_\_ (DEPOT)****BRAKE POWER CERTIFICATE (BPC) OF THE RAKE TURNING OUT FROM SHED FOR PASSENGER TRAFFIC**

1. Date of checking \_\_\_\_\_ Time \_\_\_\_\_
2. Rake No. \_\_\_\_\_
3. I MC Nos. \_\_\_\_\_  
II TC Nos. \_\_\_\_\_
4. Name of shift in-charge: Sri: \_\_\_\_\_
5. I Loco Pilot/Motorman's Hqrs, Name Sri \_\_\_\_\_  
II Loco Pilot/Motorman's Hqrs \_\_\_\_\_
6. I Guard's Name Sri \_\_\_\_\_  
II Guard's Hqrs \_\_\_\_\_
7. I Shunter's Name Sri \_\_\_\_\_  
(Whoever is taking over charge from shed)  
II. Signature of shunter \_\_\_\_\_

**BRAKE POWER CERTIFICATE BY SUPERVISOR**

Certified that out of \_\_\_\_\_ number of brake cylinders in EMU/MEMU rake number \_\_\_\_\_ booked to work passenger services, \_\_\_\_\_ number of brake cylinders is in Working condition and the Brake power of the above rake is \_\_\_\_\_ %.

Signature \_\_\_\_\_

Name of Supervisor \_\_\_\_\_

(Loco Pilot's complaints on reverse)

**Annexure - II****JOINT BRAKE POWER TEST CERTIFICATE BY LOCO PILOT/MOTORMAN & GUARD  
BEFORE STARTING THE FIRST TRIP OF THE DAY**

Certified that the Brake power of the rake No \_\_\_\_\_ Train No. \_\_\_\_\_ Jointly  
checked on date \_\_\_\_\_ at \_\_\_\_\_ hours at \_\_\_\_\_ (place) and found  
\_\_\_\_\_%.

Signature of Guard

Signature of Loco Pilot/Motorman

**JOINT CHECKING OF PASSENGER ALARM SYSTEM BY THE GUARD & LOCO  
PILOT/MOTORMAN.**

Certified that alarm chain system in the coaches of rake No. \_\_\_\_\_ checked and found  
working properly in coach number\_\_\_\_\_.

Signature of Guard

Signature of Loco Pilot/Motorman

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