

Northern Railway

No. 230-Elect/RSO/FZR/14
Dated: 29.04.2026

Divisional Office
N.R., DRM Office, Firozpur.

AEE/OP/FZR, ADEE/RSO/LDH, AEE/TR/ASR
All CCC/FZR, LDH, JUC, ASR
All CLIs FZR Division.

Special-Instructions

Subject: Improper UIC Coupler Attachment – Instructions to Running Staff

In reference to the above subject, it is submitted that on 29.04.2026 an incident was observed at ASR in train no. 12716, wherein after attachment of the UIC coupler by escorting staff, the working cab failed to complete self-testing and a **“Communication Link Failure”** message was displayed on the DDS.

Subsequently, after detaching one UIC coupler from the train bus slot, the locomotive returned to normal working condition.

It is pertinent to mention that two slots are provided for attachment of the UIC coupler:

- HL Slot (ALP side): Used for control command between locomotive and power car/LSLRD coach.
- Train Bus Slot (LP side): Used for MU or push-pull locomotive operation.

In modified locomotives, both UIC slots are designated for HOG and are marked accordingly. In such cases, both slots can be utilized for control command between locomotive and power car/LSLRD coach.

Instructions:

- While attaching a locomotive to an LHB train, crew must ensure that only one UIC coupler is connected by TL/AC staff in the slot marked as HL or HOG.
- If both slots are marked as HOG in modified locomotives, then both UIC couplers may be connected as required.

All CLIs are advised to strictly follow these instructions and counsel running staff accordingly.


29/4/26
Sr. Divisional Elect. Engineer (OP)
NR, Firozpur Division



