

Northern Railway

Headquarters Office,
Baroda House,
New Delhi-110001

NRHQ Operational Circular No 017

No-230-Elect/TRS/202/Operational circulars

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Sr. Divnl. Elect. Engineer/ RSO,
Northern Railway, D.R.M. Office,
New Delhi & Lucknow

Sr. Divnl. Elect. Engineer/ TRD,
Northern Railway, D.R.M Office,
Ambala, Firozpur & Moradabad

Sub: Action after cattle run over (CRO) cases to prevent unsafe working and detention.

Recently numbers of cases of loco failures were reported due to bursting of BP or FP rubber pipes of loco or other problems in under frame of loco, which occurred after few days of CRO. Instructions are being issued regarding action to be taken after CRO by Crew, TLC and maintenance staff as under:

A. Crew:

If sudden impact in front of the locomotive is observed due to CRO:

1. Train shall be stopped immediately by applying brakes through A-9 brake valve.
2. Leading angle cocks of BP & FP shall be ensured in proper condition.
3. In case, leading BP angle cock is damaged then
 - a) If additional cock is provided on the loco then it shall be closed on leading side of the Loco.
 - b) If additional cock has not been provided then fail the locomotive and ask for assistance, however block section can be cleared with walking speed with loco brake after dropping BP pressure to '0', isolating BP pressure supply from loco and releasing complete load, if topography of the section permits to do it safely.
4. In case, leading FP angle cock is damaged then
 - a) If additional cock is provided on the loco then it shall be closed on leading side of the Loco.
 - b) If additional cock has not been provided then FP valve c/cock in loco and train side FP angle cock of loco shall be closed and train shall be worked with single pipe.
5. Speed restriction of 60kmph maximum shall be imposed, if there is pneumatic suspension system in any coach in train. Decision of SCNL shall be obeyed in case of working train further with pneumatic suspension system or LHB rake.
6. Ensure that trailing end hose pipe coupling and angle cocks of the locomotive and trailing stock are intact and in perfect working condition.
7. Ensure that cattle guard of loco is okay and there is no infringement with the track or any part of the locomotive and safe to run. Loco also to be checked visually for any damages in under frame & side frames of loco and to be re-started only after ensuring everything is safe to run.
8. In case the run over cattle has also passed below the train, check the under gear of the affected train coaches/wagons
9. Any hanging parts shall be secured or removed. There should not be any infringement of track.
10. Don't move the train if any part of locomotive or trailing stock is damaged without attention to ensure safe movement.
11. If body of cattle run over is left behind in track or there is doubt it may be in track, track shall be treated detrimental for safe running of subsequent trains and action shall be taken as per SR 6.07/1 i.e. *"In event of the LP and/or Guard experiencing any abnormal condition in the track which his train has passed is detrimental for safe running of subsequent trains will take action as under:-"*
 - a) *Stop his train at next block section without clearing the block section and inform the SM through available means of communication not to permit any train from either end of the affected block section in case of single line and*

from the rear in case of double line. In case of IBS and automatic block territories, the LP must inform the SM in rear and the LP of the train already left station in rear through available means of communication to stop movement of trains;

b) Proceed further, only after satisfying himself that the SM has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by the SM from the LP. He will again stop the train at station at convenient place so as to deliver the written memo to the SM."

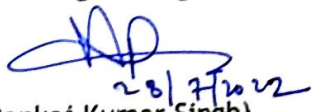
12. Incidence of CRO shall be reported to regional TLC & also to be booked in log book. Action taken after CRO also to be booked in loco log book. Every Crew taking charge of loco en-route shall repeat the UOR of CRO in loco log book and every TLC en-route shall also be informed.
13. If there is rake reversal of train en-route, BP & FP rubber pipes of CRO end of loco shall be replaced, even if these are observed normal, before reversal of loco with spare pipes lying in loco, if maintenance staff not available there. Remark in log book also shall be given in this regard and pipes removed to be got replaced at suitable station to avoid re-use of these.

B. TLC:

1. As soon as case of CRO is reported by any Crew, TLC shall approach to SCNL and get it logged in ICMS.
2. Assistance required to Crew for re-starting train safely shall be arranged immediately.
3. Maintenance staff shall be arranged at next suitable station to check the loco thoroughly and to replace BP & FP rubber pipes even if these are observed normal.
4. C&W control also to be advised regarding CRO so that through checking of train may be arranged by him at suitable station, if required.
5. Punctuality loss of train and repercussions shall be chased for logging on CRO account.
6. Loco shall be arranged to place at pit for through checking by maintenance staff at destination, if available. If there is no facility of out pit at destination, necessary message shall be relayed for placement of loco at pit for thorough checking at another end.

C. Maintenance staff:

1. Maintenance staff shall reach at station with BP & FP rubber pipes for replacement, if they are advised by TLC regarding CRO. These shall be replaced even if these are observed normal. Pipes removed shall be marked 'defective' or torned to avoid re-use. Loco shall also be checked thoroughly for damages in under frame & side frames and shall be attended to ensure safe to run otherwise loco should be declared failed on account of CRO and should be get detached from train for necessary attention.
2. Under & side frames of loco shall be again checked thoroughly at pit to ensure everything normal to avoid post failure.
3. If heavy damage is found in any equipment after CRO, the loco should be sent to nearest shed for intensive examining damage to gears, coupling, mounting arrangements & buffers etc.


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Copy to:

1. PCEE for kind information please
2. PCOM for kind information please
3. Principal Electric Training Centre, Northern Railway, Ghaziabad