



उत्तर रेलवे

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मण्डल रेल प्रबंधक कार्यालय
स्टेट एंट्री रोड, उत्तर रेलवे, नई दिल्ली

No. 230/Elect/RSO/Safety Drive/2025

Date: 07.07.2025

सभी मुख्य लोको निरीक्षक,
समस्त वरिष्ठ चालक दल नियंत्रक/ लॉबी,
जाखल, जींद, रोहतक, शकूरबस्ती, दिल्ली सराय रोहिल्ला,
दिल्ली, आनंद विहार, गाजियाबाद, मेरठ शहर, पानीपत,
नई दिल्ली, हजरत निजामुद्दीन, तुगलकाबाद, पलवल।

स्टेशन मास्टर,
नया खुर्जा, गढ़ी हरसरु

संरक्षा अभियान - RSO SD-23/2025

विषय: ट्रेन/लोकोमोटिव को रोल डाउन से बचाने के लिए।

संदर्भ: NRHQ का JPO No 45-RS/9/Train Operation दिनांक 08.11.2024 और 28.01.2025.

हाल ही में पूर्वी रेलवे के MLDT डिवीजन में बरहरवा जंक्शन स्टेशन पर रोलिंग डाउन का मामला सामने आया है। ऐसा प्रतीत होता है कि यह स्टेबलड लोड को सुरक्षित रखने के नियमों का पालन न करने के कारण हुआ है। ऐसी घटनाओं को रोकने के लिए, NRHQ द्वारा उपरोक्त संदर्भ में पत्र के माध्यम से स्टेशन और ब्लॉक सेक्शन में वाहनों/लोड/ट्रेनों/लोकोमोटिवों को स्टेबल करने के लिए विस्तृत निर्देश जारी किए गए थे, जिनका पालन करना आवश्यक है।

तदनुसार, निम्नलिखित अनुदेशों पर विशेष जोर देते हुए तत्काल प्रभाव से 15 दिनों के लिए एक विशेष सुरक्षा अभियान शुरू किया जा रहा है तथा स्टेशनों पर वाहनों की सुरक्षा के संबंध में अनुदेशों का अनुपालन सुनिश्चित करने के लिए एम्बुश जांच भी की जानी है।

- 400 में 1 या उससे अधिक ढलान वाले स्टेशन पर वाहन/लोड/ट्रेन को खड़ा करते समय बरती जाने वाली अतिरिक्त सावधानियाँ अनुमोदित विशेष निर्देश (CRS द्वारा) के तहत निर्धारित की गई हो सकती हैं और संबंधित स्टेशन के SWR में उल्लेखित की गई हो सकती हैं। इनका अति सतर्कता से पालन किया जाना चाहिए। इसके अलावा, अनुमोदित विशेष निर्देशों के तहत निर्धारित सावधानियों के अलावा निम्नलिखित सावधानियाँ भी बरतनी चाहिए;
 - 1.1. वाहनों को अलग करने से पहले हैंड ब्रेक लगाए जाने चाहिए, वाहनों को रोल डाउन से रोकने के लिए स्प्रैग/लकड़ी के गुटके/स्किड का भी उपयोग किया जाना चाहिए;
 - 1.2. जहां तक संभव हो, वाहनों/लोड/ट्रेन को ऐसी लाइन पर खड़ा किया जाना चाहिए जो अन्य लाइनों, विशेषकर रनिंग लाइनों से अलग हो।
- जब भी वाहन/लोड को रनिंग लाइनों या साइडिंग पर खड़ा किया जाता है, तो उसे:-
 - 2.1. जंजीर और पैड लॉक लगा होना सुनिश्चित करना
 - 2.2. लकड़ी के गुटके/स्प्रैग आदि के उपयोग से सुरक्षित।
 - 2.3. अन्य वाहनों के साथ जोड़ना।
 इसके अलावा, घटनाओं का क्रम उपर्युक्त दिनांक 08.11.2024 के JPO में विस्तार से वर्णित है, जिसका कड़ाई से पालन किया जाना चाहिए।
- वैगन और कोच को उचित तरीके से सुरक्षित किया जाना चाहिए। यदि कोचिंग वाहन स्टेबलड हैं, तो SLR/SLRs में गार्ड के हैंड ब्रेक अवश्य लगाए जाने चाहिए।
- प्वाइंटों को अवरुद्ध लाइन/लाइनों के विरुद्ध सेट, क्लैम्प और लॉक किया जाना चाहिए तथा जहां भी उपलब्ध हो, स्कॉच ब्लॉकों का उपयोग लाइन/लाइनों को अलग करने के लिए किया जाना चाहिए तथा चाबियां स्टेशन मास्टर के पास रखी जानी चाहिए।
- स्टॉप कॉलर को सम्बन्धित प्वाइंट बटन/स्लाइड/लीवर आदि पर रखा जाना चाहिए।
- TSR और/या SM डायरी में लाल स्याही से यह टिप्पणी की जानी चाहिए कि लाइन संख्या -अवरुद्ध है और लोड को सुरक्षित रखने के लिए ऊपर बताए अनुसार सभी सावधानियां बरती गई हैं।

- किसी भी लोड/ट्रेन/लोको को स्टेबल करने के बाद, स्टेशन मास्टर को निजी नंबर के आदान-प्रदान के तहत सेक्शन कंट्रोलर को सूचित करना होगा कि स्टेबलिंग और सुरक्षा के लिए सभी निर्धारित सावधानियां बरती गई हैं।
8. पर्याप्त संख्या में स्प्रेग, वेज, चेन और पैडलॉक की उपलब्धता सुनिश्चित की जानी चाहिए और यह मानक डिजाइन के होने चाहिए।
 9. ASM/SMs, LP, TM और संबंधित कर्मचारियों द्वारा स्टेबलिंग, रोलिंग स्टॉक की शटिंग, लोको बदलने के दौरान सुरक्षा के लिए उचित प्रक्रिया सुनिश्चित की जानी चाहिए।
 10. ऐसे रोलिंग डाउन मामलों से निपटने के लिए रनिंग स्टाफ (LP, LPS और ALP) को उचित प्रशिक्षण और परामर्श सुनिश्चित किया जाना चाहिए।

अतः सभी मुख्य लोको निरीक्षक को यह निर्देश दिए जाते हैं कि वह अपने नामित/गैर-नामित रनिंग स्टाफ को उक्त मदों पर काउंसल करें व सभी चालक दल के द्वारा पर उक्त निर्देशों का पालन सुनिश्चित करें। ड्राईव के तहत पाई गई सभी कमियों और अनियमितताओं पर नियमानुसार उचित कार्यवाही करें। अभियान की रिपोर्ट दैनिक आधार पर निम्न दी गई Google शीट में अवश्य भरे तथा ड्राईव के खतम होने पर सम्पूर्ण रिपोर्ट को मंडल कार्यालय में प्रस्तुत करें ताकि यह आगे प्रधान कार्यालय में प्रस्तुत की जा सके। Google sheet हेतु QR कोड स्कैन करें।



श्रीरामजी
वरिष्ठ मण्डल विद्युत अभियन्ता/परि०/दिल्ली
उत्तर रेलवे

प्रतिलिपि:

- PS to DRM for kind information of DRM please.
- CEE/OP/NR – for kind information please.
- ADRM/OP/DLI/NR – for kind information please.
- Sr. DSO/DLI/NR – for kind information please.
- Sr. RBA/DLI/NR- for kind information please.
- DEE/RSO/DLI & ADEE/RSO/DLI/NR – for kind information and necessary action please.
- Principal ETC/ GZB, DTC/TKD – for kind information and necessary action please.
- CLI/BTC/TKD - for necessary action.
- CTC/NDLS Control – for necessary action.

Northern Railway

Headquarters Office,
Baroda House,
New Delhi -110001.

No.147-Elect/TRS/6/2
NRHQ Safety Drive No. 23

Dated: 04.07.2025.

Sr. Divnl. Elect. Engineer/ RSO/OP,
Northern Railway,
D.R.M. Office,
JAT, FZR, UMB, DLI, MB & LKO.

Sub: To avoid rolling down of train/Locomotive.

Ref: NRHQ's JPO No. 45-RS/9/Train Operation dated 08.11.2024 & 28.01.2025.

Recently there has been a case of rolling down at Barharwa junction station in MLDT division over Eastern Railway. This seems to have happened due to non observance of rules for securing of stabled loads. In order to curb such incidents, comprehensive instructions for stabling of vehicles/loads/trains/locomotives at station and in block section were issued by NRHQ vide letter under reference above, which are required to be followed.

Accordingly, a special safety drive is to be launched for 15 days with immediate affect with special emphasis on the following instructions and Ambush checks also to be conducted to ensure compliance of instructions regarding securing of vehicles at stations.

1. Additional precautions to be taken while stabling vehicle/load/train at a station with gradient of 1 in 400 or steeper may have been prescribed under approved special instruction (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions;
 - (a) Before vehicles are uncoupled, the hand brakes should be applied, sprags/wooden wedges/skids, should also be used to prevent vehicles from rolling down;
 - (b) As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines.
2. Whenever vehicles/load is stabled on running lines or sidings, it must be:-
 - (a) Chained and Pad Locked;
 - (b) Secured by use of wooden wedges/sprags etc.
 - (c) Coupled with other vehicles.

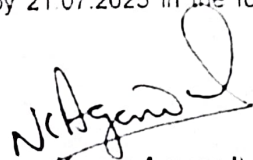
Further, the sequence of the events are described in detail in the above referred JPO dated 08.11.2024, which must be strictly followed.

3. Wagons and coaches should be properly secured. In case coaching vehicles are stabled, guards' hand brakes in SLR/SLRs must be applied.
4. The points must be set, clamped and locked against the blocked line/lines and scotch blocks wherever available should be used to isolate the line/lines and the keys kept with station master.

- 5 Stop collars must be placed on relevant point buttons/slides/levers etc
- 6 Remarks should be made in TSR and/or SM diary in Red ink to the effect that 'line No - is blocked and all the precautions for securing the load have been taken as prescribed above
- 7 After any load/train/loco is stabled, the station master must inform the section controller under exchange of private number that all laid down precautions for stabling and securing have been taken.
- 8 Availability of adequate number of sprags, wedges, chains and padlocks should be ensured and these should be of standard design.
- 9 Proper procedure by ASM/SMs, LPs, TMs and concerned staff for securing during stabling, shunting of rolling stock, loco changing should be ensured.
- 10 Proper training and counseling to running staff (LP, LPS & ALP) for tackling such rolling down cases should be ensured.

Divisional Officers/CLIs are to involve themselves in the drive and effective follow-up action to be taken on all the deficiencies and irregularities noticed. Report of the drive, bringing out systematic deficiencies, and action plan with timeline to be sent to this office on daily basis and complete compliance report should be sent by 21.07.2025 in the format attached as an annexure-1.

DA. As above


(Naveen Kumar Agarwal)
Chief Electrical Engineer/Operations

Copy to:

- 1) PCEE/NR: for kind information please.
- 2) PCSO/NR: for kind information please.

Annexure-1

NRHQ SD No. 23 to avoid rolling down of Train/locomotive

| Division | Status up to | Total No. of Runni ng staff (LP, LPS & ALP) couns eled for Securi ng and Relea se of rolling stock. | Total Loads stable d | Loads checked | %age of loads checked out of total load stabled | Abnormalitie s found | Total No. of deficiencies attended |
|----------|-----------------|---|-------------------------------|------------------|--|-------------------------|--|
| JAT | | | | | | | |
| FZR | | | | | | | |
| UMB | | | | | | | |
| DLI | | | | | | | |
| MB | | | | | | | |
| LKO | | | | | | | |
| Total | | | | | | | |

Northern Railway

Headquarters Office
Baroda House
New Delhi
Dated: 08.11.2024

No. 45-RS/9/Train Operation(C No 12964)

Divisional Railway Manager
Northern Railway
D.R.M. Office
Delhi, Ambala, Moradabad, Lucknow & Firozpur.

Sub: Joint Procedure Order to start a stabled freight train.

With reference to above subject, a Joint Procedure Order has been prepared at Headquarter level between CEE-Operations/NR, CRSE-Freight/NR & COM-G/NR to establish a standard procedure for safely starting stabled freight trains. Copy of same is enclosed herewith for ready reference.

It is requested that all concerned to be instructed to follow the JPO in TOTO.


08/11/2024

(Naveen Kumar Agarwal)

Chief Electrical Engineer/Operations

Copy to:

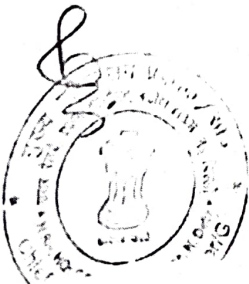
1. Secy. To GM/NR : for kind information to GM/NR.
2. PCEE, PCME, PCOM, PCSO : for kind information please.
3. CRSE/Fr/NR
4. COM/G/NR
5. Sr.DEE/RSO/DLI, UMB, LKO, FZR & MB :for implementing the JPO immediatel

Northern Railway

Headquarter Office
Baroda House
New Delhi

Joint Procedure Order to Start a Stabled Freight train

1. LP/ALP to take loco keys from Station Master Office.
2. LP/ALP to check the first 06 wagons (from loco side) which are endorsed in load stable register in which hand brake was fully tightened. Train Manager to check the number of the six wagons from rear end. If the train is being worked without TM, the duties of the TM shall devolve on ALP.
3. LP/ALP to check the remarks in loco log book with regard to securing of loco by incoming crew or any other irregularity. If any irregularity is found, then inform Traction Loco Controller (TLC) and act as per his advice.
4. Start/Energize the loco, maintain BP pressure 5 kg/cm² and FP pressure 6kg/cm² (In case of twin pipe air brake system) and ensure SA-9 is applied.
5. Conduct BP Continuity Test to ensure continuity of BP Pressure in load. BP & FP air hoses of the loco and entire train shall be coupled properly.
6. After continuity test, apply A-9 brake at "Full service" reducing BP pressure from 5.0 Kg/cm² to 3.5 kg/cm² till departure signals are taken off.
7. Crew and TM to physically check few vehicles that brakes have been applied in train (excluding those with hand brakes applied).
8. If GDR is required to be prepared, load will be checked as per extant rules (copy attached). In case of any irregularity, report to Station Master.
Note: During preparation of GDR, either LP or ALP must be present in the loco cab.
9. ALP to release wooden wedges from the Loco wheels and then release the hand brake applied in loco.
10. Inform SM to remove the chains in wagon and wooden wedges.
11. Thereafter, SM to send the pointsman to remove the safety chains and then wooden wedges.
12. Sequence of release of securing arrangement in train will be – First removal of chain for safety of staff, second removal of wooden wedges and lastly the hand brakes applied in vehicles.
13. ALP will release the hand brakes in 06 wagons from loco side. LP must remain in loco cab while releasing hand brakes in wagons. Train Manager, or in his absence the Pointsman, will release the hand brakes in the six wagons from the rear end.



Chief Rolling Stock Engg./Fr.
N. Rly. HQ.
Baroda House, New Delhi

NA Agarwal
7/11/2024

नवीन कुमार अग्रवाल
NAVEEN KUMAR AGARWAL
मुख्य विद्युत अभियंता/परिचालन
Chief Electrical Engineer/Operations
उत्तर रेलवे, प्रधान कार्यालय,
Northern Railway, Head Quarter,
बड़ौदा हाउस, नई दिल्ली
Baroda House, New Delhi

Note: If any trouble arises in releasing hand brakes in wagons, A-9 position to be changed from Full service (BP 3.5 Kg/cm²) to Minimum reduction position (BP 4.5 kg/cm²). Then try to release hand brakes.

14. After the above procedure, if there is no any issue/trouble, then inform the SM that load is ready.
15. On signal being taken off, release the A-9 brake. Ensure that BP is 5.0 kg/cm² and AFI is at its pre-set position. Release SA-9 brake and open the throttle. In case, there is falling gradient towards rear portion of train, then first release A-9, open throttle and finally release the SA-9 to avoid rolling back of train.
16. Compliance should be ensured as per Railway Board vide letter No. 2012/M(N)/951/35 dated 04.09.2024, in cases where the load is stabled for a long duration or is brought to halt in a miscreant prone area.
17. Immediately after starting the train, carry out Brake Feel Test (BFT) and Brake Power Test (BPT) as per norms.

Note: Ensure that every employee responsible for moving the stabled loco/load at the station/yard is thoroughly advised on the above precautions to be taken on this subject along with all other provisions laid down in G&SR.



नवीन कुमार अग्रवाल
N. K. AGGARWAL
Chief Electrical Engineer/Operations
उत्तर रेलवे, प्रधान कार्यालय,
Northern Railway, Head Quarter,
बदौदा हाउस, नई दिल्ली
Baroda House, New Delhi



CRSE (Frt)

Chief Rolling Stock Engineer /Frt.
N. Rly. Hd. Qrs. Office,
Baroda House, New Delhi



COM/G

No: 45-RS/9/Train Operation (C No 12964)

Dated : 06.11.2024

147036/2025

File No.NR-HQ0MECH(FR)/44/2020-O/o Dy.CME/O and F/HQ/NR

359/359

Northern Railway

Headquarters Office,
Baroda House,
New Delhi

No: 45-RS/9/Train Operation (Computer no. 12964)

Dated 28.01.2025

Sr. Divnl. Elect. Engineer/RSO,
D.R.M. Office,
LKO, MB, UMB, FZR & NDLS

Sr. Divnl. Elect. Engineer/Traction,
JAT

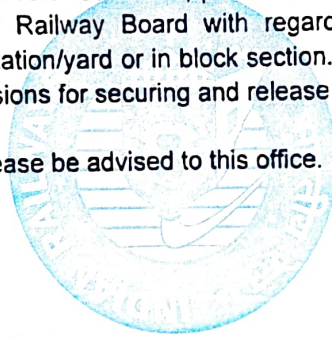
**Sub: JPO for Securing and Release of vehicles/load/train/Loco in
Station/yard or in block section**

**Ref: i) Railway Board letter no. 2024/TT-IV/12/30 Dated 24.01.2025
ii) GM/Optg/NR letter no. 403-T/JPO/OPTG-ENGG.RULE/331/1 dated
27.01.2025**

In reference to above referred letters, please find enclosed herewith the copy of revised JPO circulated by Railway Board with regard to securing and release of vehicles/load/train/loco in station/yard or in block section. Running staff may be suitably counseled on revised provisions for securing and release of vehicles.

Action taken may please be advised to this office.

D/A- As above



Dig(Kant Rastogi)
Kant Rastogi
Dy. CEE/OP/NR
Date: 30-01-2025 15:03:28
Reason: Approved



भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)



No. 2024 TT-IV/12/30

Date : 24.01.2025

General Managers,
All Zonal Railways &
CMD NRCL

Sub : JPO for Securing and Release of vehicles/load/train/Loco in station/yard or in block section.

Ref : Board's letter of even number dated 13.11.2024.

Board, vide letter in reference, had issued a Joint Procedure Order (JPO) on the above subject. Zonal Railways submitted suggestions for smooth implementation of the instructions. The same have been examined and Board have approved revised JPO for implementation by Zonal Railways, which is as follows:

1. Action by Station Master/Train Manager/ Assistant Loco Pilot/Traffic Staff when vehicles/load/train is to be stabled at Station:-
 - a) The vehicles/load/train shall be stabled inside the fouling marks. Train Manager should ensure that train is stopped after clearing fouling mark.
 - b) The vehicles/load/train be chained and padlocked using atleast two chains, one at either end;
 - c) Atleast four sprags/wooden wedges/Skids be used, two each below the outermost pair of wheels at either end.
 - d) Hand brakes of atleast 6 wagons from either end of train and in case of coaching train, hand brakes of SLRs of both ends must be fully tightened by Assistant loco pilot/ Train Manager/Pointsman as per the extant instructions issued over the Zonal Railways. In absence of Train Manager, hand brakes will be applied by Pointsmen.
 - e) The vehicles of stabled load/train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing.
 - f) The points must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available. If a station is equipped with SSI/EI, blocking of point, route and signals to be done through Control Panel/VDU. It is not necessary to clamp and pad lock the point in such case.
 - g) Stop Collars must be placed on relevant point buttons/slides/levers etc.;
 - h) Remarks should be made in TSR and/or SM diary in Red ink to the effect that 'Line No. ___ is blocked and all the precautions for securing the load have been taken as prescribed above;
 - i) After any load/train/loco is stabled, station master must inform the section controller supported by a private number that all laid down precautions for stabling and securing the load/train/loco have been taken.

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रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)



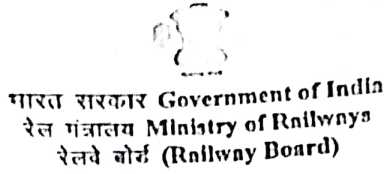
2. Additional precautions to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper may have been prescribed under approved special instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions:-
 - a) Before vehicles are uncoupled, the hand brakes should be applied, sprags/wooden wedges/skids, should also be used to prevent vehicles from rolling down;
 - b) As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines.
3. Action by Loco Pilot/Assistant Loco Pilot before leaving the loco in case load/train is stabled with locomotive attached or light engine(s) is/are stabled:-
 - a) Stop train on A-9 and bring A-9 to Emergency position (i.e., BP pressure = 0) and the SA-9 to Applied position. Physically ensure that trains brakes are applied.
 - b) Apply the hand brake/parking brake on the locomotive. In case of multi / consist locomotives, hand brake of all the locomotives should be applied. Physically verify that hand brake's chain is tightened/parking brake(s) are applied.
 - c) Place 4 wooden blocks on the outmost wheels of locomotive(s). Record this action in the loco log book, noting the wheel numbers clearly. If less than four wooden wedges are available on the locomotive(s), inform SM for requisite wedges, and then secure the loco.
 - d) Shut down the locomotive, turn off the battery switch and submit the loco keys and the locomotive log book at the SM office.
4.
 - a) Loco Pilot while on duty should not leave loco unmanned. In case he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring actions mentioned at para 3 above;
 - b) Before leaving the station/yard, the Loco Pilot and Train Manager should jointly record in a register to be maintained with Station Master that the load & loco has been secured as prescribed above.
5. Action to be taken by Loco Pilot/Assistant Loco Pilot and Train Manager when the train is stalled in block section due to accident, failure, obstruction or any other reasons:-
 - a) Loco Pilot/Assistant Loco Pilot and Train Manager should protect the train as per provisions of G&SR 6.03;
 - b) The train should be secured by applying loco brakes (SA-9, A-9 & hand brake) and hand brakes of atleast six wagons at either end of the train. The hand brake should be operated by Assistant Loco Pilot from leading end and by the Train Manager from the rear end. In case the train is being worked without Train Manager, the duties of the Train Manager shall devolve on the

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- Assistant Loco Pilot. In case of coaching trains, the Train Manager should apply hand brakes of the rear SLR and front SLR by ALP, if not locked.
- c) If MR pressure starts dropping while train is stationary, loco pilot has to secure the loco with the wedges. Since MR pressure cannot be noticed by Train Manager as there is no such gauge in SLR unlike engine therefore, the Loco Pilot shall immediately inform the Train Manager regarding dropping of MR pressure and thereafter the Train Manager will secure the train with wedges in the last vehicle.
6. Action by Station Master/Train Manager/ Loco Pilot / Assistant Loco Pilot /Traffic Staff for clearing of stable vehicle/load/train/locomotives from station/yard:
- LP and ALP shall collect loco keys, logbook, etc from the SM office. Check the loco logbook for any irregularities. If any are found, inform the TLC and act according to their advice.
 - Then LP and ALP to Energize the loco, bring A-9 on release position and build BP pressure to 5 kg/cm², keeping SA-9 applied.
 - Perform a BP Continuity Test to ensure BP pressure continuity in the load/formation
 - Apply train brake i.e. keep the A-9 at full service application position, and check a few wagons to confirm that the brakes are applied (excluding those with hand brakes applied).
 - ALP to release the hand brake/parking brake in the loco(s) with assistance of LP, if required. Then remove the wooden wedges from the loco wheels, returning wedges taken over from station, if any.
 - Once train brakes are applied, securing arrangements of load shall be removed as per following sequence - removal of chain, followed by removal of wooden wedges/metal skids and then hand brakes. Safety Chain, Wooden Wedges/Skids to be removed by Pointsman and Hand Brakes of SLRs/Brake vans/Wagons to be removed by Assistant loco pilot/Train manger/ Pointsman as per the extant instructions issued over the Zonal Railways. In absence of Train manager, hand brake will be released by Pointsman.
 - ✓ In case of difficulty in release of hand brakes, TM shall advise LP for partial release of train brakes (A-9) till hand brakes are released.
 - If it is necessary to make a TMLP Report (Train Manager & LP), inspect the load as per rules. In case of any irregularities, report them to SM. During the preparation of the TMLP Report, either LP or ALP must be present in the loco cab.
 - After the above steps if everything is in order, TM upon consulting LP shall inform SM that the train is ready.
 - Once the signal is taken off for the train, release A-9 and then SA-9. On gradients, release A9 & take traction and as it rolls forward release SA-9 to avoid roll down.
 - Before starting the train, ensure BP is at 5.0 kg/cm² and that Air Flow Indicator (AFI) is in its predefined position.
 - After starting the train, check for free movement of the load. If it feels jammed, notify SM or TLC.
 - m) Immediately after starting the train, perform Brake Feel Test (BFT).

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7. Station Staff, Train Manager, Crew and Section Controller should be aware of gradients at Stations/Yards/Sidings and block sections.
8. Frequent counseling in this regard should be done by concerned Supervisors.
9. The Railways must ensure availability of adequate number of sprags & chains of approved design at stations and wooden wedges on locos.

Note: Zonal Railways may incorporate any other instructions as per the local conditions/ requirement.

This issues with the approval of M(O&BD) and M(T&RS).

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रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)



No.2024/TT-IV/12/30

New Delhi, dated. 24.01.2025

Copy forwarded for information and necessary action to:-

1. The Chief Commissioner of Railway Safety / Lucknow.
2. The Principal Chief Operations Managers, All Indian Railways.
3. The Principal Chief Signaling & Telecommunication Engineers, All Indian Railways.
4. The Principal Chief Mechanical Engineer, All Indian Railways.
5. The Principal Chief Electrical Engineer, All Indian Railways.
6. The Principal Chief Safety Officers, All Indian Railways.
7. The Director General, RDSO, Lucknow.
8. The Director General, NAIR, Vadodra.
9. The Director, Indian Railways Institute of Transport Management, Manak Nagar, Lucknow.
10. The Principal, Indian Railways Institute of Civil Engineering, Pune.
11. The Principal, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
12. The Principal, Indian Railways Institute of Signal, Engineering and Telecom, Secunderabad.
13. The Director, Indian Railways Institute of Electrical Engineering, Nasik.
14. The Chief Administrative Officer, Indian Railway Project Management Unit, Shivaji Bridge, New Delhi.
15. The Principals, Zonal Railway Training Institutes, Central Railway, Bhusawal, Eastern Railway, Bhuli, Northern Railway, Chandausi, North Eastern Railway, Muzaffarpur, Northeast Frontier Railway, Alipurduar, North Western Railway, Udaipur, Southern Railway, Tiruchirapalli, South Central Railway, Maula Ali, South Eastern Railway, Sini.
16. The CAO, Central Organization for the Modernisation of Workshops, New Delhi.
17. AM/ME, AM/Tr., AM/CE/Railway Board
18. PED/Safety/RB

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