



उत्तररेलवे

कार्यालय वरि. म. वि. अभि./परि./दिल्ली

Email: srdeersodli@gmail.com

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

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

दिनांक: 20.03.2025

सभी मुख्य लोको निरीक्षक,

समस्त वरिष्ठ चालक दल नियंत्रक/ लॉबी,

जाखल, जींद, रोहतक, शकूरबस्ती, दिल्ली सराय रोहिल्ला, दिल्ली, आनंद विहार, नया खुर्जा
गाजियाबाद, मेरठशहर, पानीपत, नईदिल्ली, हजरत निजामुद्दीन, तुगलकाबाद, पलवल, गढ़ी हरसरु

संरक्षा अभियान-RSO SD-07/2025

विषय: लोकोमोटिव/ट्रेन को रोल डाउन से बचाव के सम्बन्ध में।

संदर्भ : (i) JPO issued by RB vide letter no 2024/TT-IV/12/30 dated. 24.01.25

(ii) S.R 5.23 of NR

(iii) HQ पत्र संख्या 147-Elect/TRS/6/2

कैब बदलने के दौरान लाइट इंजन या स्टेबल रोलिंग स्टॉक को रोल डाउन की स्थिति से बचाने के लिए रेलवे बोर्ड द्वारा उपरोक्त संदर्भ (i) के तहत एक JPO दिनांक 24.01.2025 को जारी किया गया था। रेलवे बोर्ड के द्वारा जारी JPO एवं उत्तर रेलवे के SR 5.23 पर आधारित निर्देश जो कि स्टेशनों पर तथा ब्लॉक सेक्शन में वाहनों/लोड/ट्रेनों/लोकोमोटिव को स्थिर करने के लिए निम्न निर्देश जारी किये जा रहे हैं जिसका अनुपालन चालक दल के द्वारा करना अनिवार्य है :

1. लोकोमोटिव को स्थिर करते समय:

- 1.1. पार्किंग/हैंड ब्रेक पूरी तरह से लगाए जाने चाहिए। मल्टिपल/जुड़े हुए लोकोमोटिव के मामले में सभी लोकोमोटिव के पार्किंग/हैंड ब्रेक लगाए जाने चाहिए। हैंड ब्रेक की चैन कसी हुई होनी चाहिए/पार्किंग ब्रेक के लगे होने की पुष्टि स्वयं आखों से देख कर की जानी चाहिए।
- 1.2. लोको में उपलब्ध लकड़ी के गुटके को लोको के सबसे बाहरी पहियों के नीचे लगाकर लोको को सुरक्षित करें। यदि लोको में 4 से कम लकड़ी के गुटके हैं तो लोको को सुरक्षित करने के लिए आवश्यक लकड़ी के गुटके के लिए स्टेशन मास्टर को सूचित किया जाना चाहिए। लकड़ी के गुटके जिन पहियों के नीचे लगाये गए हैं उन पहियों का नंबर लोको लॉग बुक में दर्ज करना चाहिए।
- 1.3. सुनिश्चित करें कि उपरोक्त क्रम संख्या 1.1 एवं 1.2 में उल्लिखित कार्यवाही करने के बाद लोको ब्रेक की रिलीज़ स्थिति में लोको मूव न करे।
- 1.4. लोको ब्रेक को SA-9 एवं A-9 की मदद से पूर्णतः लगाया जाना चाहिए।
- 1.5. लोको को शट डाउन करें एवं बैटरी स्विच को ऑफ कर दें।
- 1.6. सभी गतिविधियों को लोको लॉग बुक में दर्ज किया जाना चाहिए।
- 1.7. लोको की चाबियां एवं लॉग बुक स्टेशन मास्टर/शिफ्ट-इन्चार्ज के पास जमा की जानी चाहिए।

2. लोको के बिना लोड को स्थिर करते समय अर्थात् लोको को ट्रेन से अलग करके :

- 2.1. मालगाड़ी के मामले में ट्रेन इंजन के साथ के 6 वैगनों में हैंड ब्रेक तथा कोचिंग ट्रेन के मामले में आगे वाले SLR में हैंड ब्रेक (यदि उपलब्ध हो) को ALP द्वारा लगाया जाएगा।
- 2.2. लोको व कोच/वैगन के बीच के एंगल काक को बंद करने के पहले, A-9 को आपातकालीन (emergency) पोजीशन में रखकर गाड़ी में BP प्रेशर को '0' कर देना चाहिए ताकि यह सुनिश्चित किया जा सके कि पूरी गाड़ी में brake लग गए हैं।
- 2.3. स्टेशन स्टाफ और ट्रेन मेनेजर के द्वारा भी S.R 5.23/RB द्वारा जारी JPO को अनुपालन पूर्ण रूप से किया जाना चाहिए ताकि गाड़ी/लोको को रोल डाउन से बचाया जा सके।
- 2.4. यदि लोड को स्टेबल करते समय लोड को विभाजित करना पड़े तो प्रत्येक विभाजित भाग को अलग लोड माना जाना चाहिए और जारी निर्देशों के तहत ही सुरक्षित किया जाएगा।
- 2.5. लोकोमोटिव को रिवर्स करने के लिए, COM/G/NR पत्र संख्या 403-T/Misc/rule/Optg/JPO/33 दिनांक 09.07.2018 (प्रतिलिपि संलग्न) के तहत जारी JPO के पैरा "A और B" में निर्धारित प्रक्रियाओं का पालन किया जाएगा।

3. लोको के साथ लोड को स्थिर करते समय अर्थात् लोको को भी डेड किया जाए :
 - 3.1. उपरोक्त मद संख्या 1 एवं 2 में बताई गई सभी गतिविधियों को पालन पूर्ण रूप से करना अनिवार्य है।
 - 3.2. स्टेशन/यार्ड छोड़ने से पहले लोको पायलट तथा ट्रेन मेनेजर को संयुक्त रूप से स्टेशन मास्टर/यार्ड मास्टर द्वारा बनाए गए रजिस्टर में यह दर्ज करना चाहिए कि लोको एवं लोड को ऊपर बताए मर्दों के अनुसार सुरक्षित कर दिया गया है।
4. दुर्घटना, विफलता, अवरोध या किसी अन्य कारण से ब्लॉक सेक्शन में गाड़ी के रुक जाने पर लोको पायलट/सहायक लोको पायलट एवं ट्रेन मेनेजर के द्वारा की जाने वाली कार्रवाई:
 - 4.1. लोको पायलट/सहायक लोको पायलट एवं ट्रेन मेनेजर को G&SR 6.03 के प्रावधान के अनुसार गाड़ी की सुरक्षा करनी चाहिए।
 - 4.2. गाड़ी को लोको ब्रेक (SA-9, A-9 और हैंड/पार्किंग ब्रेक) लगाकर सुरक्षित किया जाना चाहिए।
 - 4.3. मालगाड़ी के मामले में दोनों तरफ के कम से कम 6 वैगनों के हैंड ब्रेक (लोको की तरफ से ALP के द्वारा तथा पीछे की तरफ से ट्रेन मेनेजर के द्वारा) लगाना चाहिए। कोचिंग ट्रेनों के मामले में आगे वाला SLR यदि लॉक/सील न हो तो उसके हैंड ब्रेक ALP के द्वारा तथा पीछे वाले SLR में ट्रेन मेनेजर के द्वारा लगाए जाने चाहिए।
 - 4.4. यदि गाड़ी को बिना ट्रेन मेनेजर के चलाया जा रहा है तो ऐसे स्थिति में ट्रेन मेनेजर के द्वारा की जाने वाली कार्यवाही ALP के द्वारा की जायेगी।
5. स्टेशन यार्ड से स्टेबल लोड/लोको को निकालते समय लोको पायलट/सहायक लोको पायलट और TM द्वारा की जाने वाली कार्रवाई :
 - 5.1. LP और ALP लोको की चाबियाँ स्टेशन मास्टर/शिफ्ट इंचार्ज से प्राप्त करेगा। लोको लाग बुक को किसी भी अनियमितता के लिए जांच करें व यदि कोई अनियमितता मिले तो सम्बंधित TC को सूचित करें और उनके आदेशानुसार कार्य करें।
 - 5.2. लोको व लोड के बीच के BP/FP एंगल काक को बंद करके लोको में निर्धारित सीमा तक MR/BP/FP प्रेशर बनाये। A-9 को रिलीज स्थिति में रखें तथा SA-9 को लगा कर रखें।
 - 5.3. लोको व लोड के बीच के BP/FP एंगल काक को खोल करके पूरी गाड़ी में प्रेशर का बनना सुनिश्चित करें।
 - 5.4. BP continuity टेस्ट के द्वारा पूरी गाड़ी में BP प्रेशर का बनना सुनिश्चित करे।
 - 5.5. A-9 को full service पर रखकर पूरी गाड़ी में ब्रेक लगाएं और कुछ वैगनों (उन वैगनों को छोड़कर जिनमें हैंड ब्रेक लगे हैं) की जांच करके यह सुनिश्चित भी करें की गाड़ी में ब्रेक लगे है।
 - 5.6. ALP, LP की सहायता से (यदि आवश्यक हो) लोको में हैंड/पार्किंग ब्रेक को हटा देगा तथा लोको के पहियों के नीचे लगे लकड़ी के गुटको को भी हटा देगा।
 - 5.7. A-9 के साथ ट्रेन ब्रेक लगी स्थिति में लोड से सुरक्षा व्यवस्था निम्न क्रम में हटाये जाने चाहिए :
 - स्टेशन स्टाफ द्वारा लोड के साथ लगाई गई जंजीरों, लकड़ी के गुटके/स्किड्स को हटाया जाना चाहिए।
 - आगे की तरफ के वैगनों/SLR के हैंड ब्रेक को ALP द्वारा तथा पीछे की तरफ के वैगनों के हैंड ब्रेक को TM/स्टेशन स्टाफ के द्वारा रिलीज किया जाना चाहिए।
 - हैंड ब्रेक को रिलीज करने में यदि कोई कठिनाई आती है तो ट्रेन मेनेजर लोको पायलट को ट्रेन brake को आंशिक रूप से रिलीज करने के लिए कहेगा जब तक की हैंड brake रिलीज नहीं हो जाते।
 - 5.8. यदि GDR बनाने की आवश्यकता है तो SR 4.31 के अनुसार लोड का निरीक्षण करके GDR को बनायेंगे।
 - 5.9. यदि सब कुछ सामान्य है तो लोको पायलट से परामर्श के बाद, ट्रेन मेनेजर स्टेशन मास्टर को सूचित करेगा कि गाड़ी चलने के लिए तैयार है।
 - 5.10. प्रस्थान प्राधिकार मिलने के बाद लोको पायलट के द्वारा A-9 और फिर SA-9 को रिलीज किया जायेगा और यह सुनिश्चित करेगा कि लोको में BP प्रेशर 5kg/cm^2 है तथा AFI अपनी पूर्वनिर्धारित स्थिति पर है।
 - 5.11. ग्रेडिअंट सेक्शन में Tractive effort देने के बाद तथा जैसे ही लोड आगे की दिशा में बढ़ेगा, SA-9 को रिलीज कर दिया जाएगा।
 - 5.12. गाड़ी चलने के बाद लोको पायलट के द्वारा लोड के free movement की जांच की जाएगी, यदि लोड का जाम होना महसूस हो तो स्टेशन मास्टर/TC को सूचित करेंगे तथा तदनुसार कार्यवाही करेंगे।
 - 5.13. गाड़ी चलने के तुरंत बाद लोको पायलट के द्वारा BFT तथा नियमानुसार BPT किया जाना चाहिए।
6. अन्य सावधानियाँ :
 - 6.1. लोको पायलट के द्वारा लोको को कभी भी अनमैंड नहीं छोड़ना चाहिए, यदि किसी कारणवश लोको को अनमैंड छोड़ना आवश्यक हो तो उसे स्टेशन मास्टर/यार्ड मास्टर से लिखित प्राधिकार प्राप्त करने के पश्चात ही ऐसा करना चाहिए तथा उसके पश्चात उपरोक्तानुसार कार्यवाही सुनिश्चित करनी चाहिए।
 - 6.2. यदि गाड़ी के खड़ी अवस्था में MR प्रेशर कम होने लगे तो लोको के पहियों के नीचे लकड़ी के गुटके लगाकर लोको को सुरक्षित करेगा। ब्रेकवान/SLR में MR प्रेशर को नापने का यंत्र नहीं लगा है जिस वजह से ट्रेन मेनेजर को MR प्रेशर के गिरने की कोई जानकारी नहीं लग सकती इसलिये MR प्रेशर में गिरावट की सूचना लोको पायलट के द्वारा ट्रेन मेनेजर को दी जायेगी और उसके बाद ट्रेन मेनेजर अंतिम वाहन के पहियों के नीचे लकड़ी के गुटके लगाकर गाड़ी को सुरक्षित करेगा।
 - 6.3. चालक दल के द्वारा लोको का चार्ज लोको कैब के अन्दर ही उचित प्रकार से लेना/देना चाहिए।

6.4. उपरोक्त स्टेबलिंग की प्रक्रिया 1:400 तक के ग्रेडिएंट वाले स्टेशनों के लिए है। डिवाजन के निर्देशानुसार 1:400 या अधिक ग्रेडिएंट वाले स्टेशन पर लोको/ट्रेन/वाहनों को स्टेबल करते समय अतिरिक्त सावधानी बरती जानी चाहिए, जैसा की SWR/WTT में निर्देशित किया गया है।

6.5. सभी LP, ALP और LPS को स्टेशन/यार्ड/साइडिंग और ब्लॉक सेक्शन के ग्रेडिएंट के बारे में उचित जानकारी होनी चाहिए।

6.6. सिंगल यूनिट या मल्टिपल यूनिट लोको में कैब बदलते समय SA-9 के द्वारा लोको ब्रेक लगाए जाने चाहिए और साथ साथ A-9 को फुल सर्विस पर रखना चाहिए ताकि रोल डाउन से बचा जा सके। पिछले कैब में जाने के बाद, लोको ब्रेक का लगना और रिलीज होना सुनिश्चित करे। लोको को इनरजाईज करने के बाद और चलने से पहले पर्याप्त BP प्रेशर का होना भी सुनिश्चित किया जाना चाहिए।

सभी लोको निरीक्षक द्वारा तुरंत प्रभाव से 15 दिनों के लिए एक संरक्षा अभियान जो की दिनांक 20.03.25 से 03.04.25 तक चलाया जाए एवं अपने सभी नामित/गैर-नामित रनिंग कर्मचारियों को उक्त मदों पर काउन्सिल करें। अभियान के तहत सभी लोको निरीक्षक अम्बुश चेक करें व अपनी अभियान की रिपोर्ट को संग्रहित फॉर्मेट में दिनांक 04.04.25 को मंडल कार्यालय में अविलम्ब प्रस्तुत करें ताकि यह आगे प्रधान कार्यालय में प्रस्तुत की जा सके।



वरिष्ठ मण्डल विद्युत अभियन्ता/परिचालन/दिल्ली

प्रतिलिपि:

- PS to DRM for kind information of DRM please.
- CELE/NR, CRSE/Fr./NR, NDBH.
- ADRM/OP.
- Sr.DSO/DLI.
- DEE/RSO/DLI & ADEE/RSO/DLI.
- Principal ETC/ GZB, Principal DTC/TKD, Principal RSTC/Shakurbasti.
- CLI/BTC/TKD, CTC/NDLS Control.

Northern Railway

Headquarters Office,
Baroda House,
New Delhi -110001.
Dated: 19.03.2025

No.147-Elect/TRS/6/2
NRHQ-Spl SD No. 11

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

Sr. Divnl. Elect. Engineer/ Tr.,
Northern Railway
D.R.M. Office
JAT.

Sub: To avoid rolling down of Locomotive/train.

Ref: (i) JPO issued by RB vide Letter No. 2024/TT-IV/12/30 dated. 24.01.25
(ii) S.R. 5.23 of NR.

In order to avoid the case of rolling down of stabled rolling stock or Light Engine during cab changing, a JPO was issued by Railway Board vide Letter under reference (i) above.

The instructions, based on RB's JPO and S.R. 5.23 of NR referred above for stabling of vehicles/loads/trains/locomotives at station and in block section are briefed as follows:

1. While stabling locomotive:

- 1.1 Parking/hand brakes should be applied fully. In case of multi/consist locomotives, parking/hand brakes of all the locomotives shall be applied. Chain of hand brake is tightened/application of parking brakes should be verified physically.
- 1.2 Secure the loco with wooden plugs provided in loco under the outer most wheels of the loco. If there are less than 4 no. wooden plugs in loco, SM should be informed for requisite wooden plugs to secure the loco. Wheel Nos., under which wooden plugs have been applied, to be noted in loco log book.
- 1.3 Ensure loco does not move with released condition of the loco brakes after conducting activities mentioned at s. no. 1.1 & 1.2 above.
- 1.4 Loco brakes should be applied fully with SA-9 & A-9.
- 1.5 Shut down the loco & battery to be switched off.
- 1.6 All activities done should be recorded in loco log book.
- 1.7 Keys of loco & log book to be submitted to SM/Shift in-charge.

2. While stabling load without loco i.e. loco being detached from the train:

- 2.1 Hand brakes in 6 wagons next to train engine/in case of coaching train, hand brakes in leading SLR (if provided) will be applied by ALP.
- 2.2 BP pressure in train to be dropped to '0' by putting A-9 on emergency position before closing angle cocks between loco & leading wagon/coach of the train to ensure train brakes are applied fully.

- 2.3 Station staff & TM are also to act as per JPO issued by RB/S.R. 5.23 to ensure to avoid rolling down of the train.
- 2.4 In case load has to be split while stabling, each part of the load shall be treated as a separate load & shall be secured accordingly.
- 2.5 For reversal of locomotive, procedures laid down in Para "A & B" of the JPO issued vide COM/G/NR Letter No. 403-T/Misc/rule/Optg/JPO/33 dated 09.07.2018 (copy attached) are to be followed.

3. While stabling load with loco i.e. loco also being made dead:

- 3.1 All Activities as briefed in item no. 1 & 2 above, to be done.
- 3.2 Before leaving station/yard, LP & TM should jointly record in a register maintained by SM/YM that the loco & load has been secured as prescribed above.

4. Action to be taken by Loco Pilot/Assistant Loco Pilot & TM when the train is stalled in block section due to accident, failure, obstruction or any other reasons:

- 4.1 LP/ALP & TM should protect the train as per provision of G & SR 6.03.
- 4.2 The train should be secured by applying loco brakes (SA-9, A-9 & hand/parking brake).
- 4.3 Hand brakes of at least six wagons at either end of the train (by ALP in leading end & by TM in rear end). In case of coaching trains, hand brakes in SLRs will be applied (by ALP in leading end if not locked/sealed & by TM in rear end).
- 4.4 In case train is without TM, duties of the TM shall devolve on the ALP.

5. Action to be taken by Loco Pilot/Assistant Loco Pilot & TM while clearing the stabled load/loco from station yard:

- 5.1 LP & ALP shall collect the loco keys & log book from the SM/shift in-charge. Check the loco log book for any irregularities & inform to TC if any & act according to his advice.
- 5.2 Energize the loco (supply of BP/FP pressure to load to be closed to enable CPs to create the MR/BP/FP pressures in loco up to prescribed limits). A-9 to be placed on release position with SA-9 on applied position.
- 5.3 Supply of BP/FP pressures to load to be opened to create the BP/FP pressures in load.
- 5.4 Perform BP continuity test to ensure BP pressure continuity in load.
- 5.5 Apply the brakes in train by putting A-9 on full service & ensure this by checking the few wagons (excluding those wagons which are applied with hand brakes).

- 5.6 ALP will release hand/parking brakes in loco with help of LP (if required) & will also remove the wooden plugs applied under the wheels of the loco.
- 5.7 In applied condition of the train brakes with A-9, securing arrangement of the load to be removed as per following sequence:
Removal of the chains, wooden wedges /skids applied under the wheels of load by station staff. Hand brakes of leading end wagons/SLR to be released by the ALP & rear end by TM/station staff. In case of any difficulty in releasing the hand brakes, TM can advise LP to release the train brakes partially with A-9 till the hand brakes are released.
- 5.8 If there is requirement of preparing the GDR as per S.R. 4.31, inspect the load & prepare GDR accordingly.
- 5.9 If everything is normal, TM after consulting with the LP will inform the SM that the load is ready to move.
- 5.10 After getting authority to proceed, LP will release A-9 & then SA-9. LP will ensure BP pressure is 5kg/cm^2 & AFI is on its predefined position.
- 5.11 On gradients, SA-9 will be released after giving tractive effort & as soon the load moves in forward direction.
- 5.12 After starting the train, check the free movement of the load, if it is felt jam, SM/TC to be informed & action to be taken accordingly.
- 5.13 BFT to be conducted immediately after starting the train & also BPT as per instructions.

6. Other precautions:

- 6.1 LP will not leave the loco unmanned. In case he is required to leave the loco unmanned, he should do so only after receiving written authority from the SM/YM and thereafter ensuring activity done as above.
- 6.2 If MR pressure starts dropping while train is stationary, LP is to secure the loco with wooden plugs under the wheels. Since MR pressure gauge is not provided in B.van & TM can't notice drop the MR pressure therefore LP will inform the TM regarding drop of MR pressure & thereafter TM will secure the train with wooden plugs under the wheels of last vehicle.
- 6.3 Proper handing over/taking over of train by the crew should be ensured (inside the cab and not outside).
- 6.4 Above procedure of stabling is for stations with gradient of up to 1:400. Additional precautions to be taken while stabling loco/train/vehicles at a station with gradient of 1:400 or steeper as instructed by Division in SWR/WTT/other instruction.
- 6.5 All LPs, ALPs & LPSs should be aware of gradients at Station/Yard/Sidings and block sections.
- 6.6 While changing cab in single unit or multiple unit loco, loco brake should be applied fully with SA-9 and also with A-9 putting on full service to avoid

rolling down. After going in rear cab, proper application & releasing of loco brake & BP pressure also to be ensured after energizing & before moving loco.

Special safety drive should be launched for 15 days with immediate affect with special emphasis on the above instructions. Ambush checks also to be conducted to ensure compliance of above instructions. 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 latest by 04.04.2025 in the format attached as an annexure.

DA: As above


(Kamal Kant Rastogi)
Dy. CEE/Operations

Copy to:

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

Annexure

Report of special drive launched to **avoid** rolling down of Locomotive/train.

Division	No. of ambush checks conducted to check proper procedure being adopted for stabling of loco/trains		
	Abnormalities observed with nature	On account of LPs/ALPs/LPSs	
		On account of TMs	
		On account of station staff	
	Action taken		
	No. of staff counseled	LPs	
		ALPs	
		LPSs	
	Action plan to curb irregularities reported		



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/KRCL.

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.

PULKIT
SINGHAL

Digitally signed by
PULKIT SINGHAL
Date: 2025.01.24
16:34:57 +05'30'

रेल भवन, गायमीना मार्ग, नई दिल्ली - 110001
Page 1 of 5

Digitally signed
by Vikash Anand
Date: 2025.01.24
16:30:17 +05'30'



भारत सरकार Government of India
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

PULKIT
SINGHAL

Digitally signed by
PULKIT SINGHAL
Date: 2025.01.24
16:34:35 +05'30'

रेल भवन, गायमीना मार्ग, नई दिल्ली - 110001

Page 2 of 5

Digitally signed
by Vikash Anand
Date: 2025.01.24
16:30:05 +05'30'

2221192/2025/O/o Dy.CME/O&F/HQ/NR



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



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:
 - a) 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.
 - b) 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.
 - c) Perform a BP Continuity Test to ensure BP pressure continuity in the load/formation.
 - d) 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).
 - e) 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.
 - f) 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.
 - g) 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.
 - h) 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.
 - i) After the above steps if everything is in order, TM upon consulting LP shall inform SM that the train is ready.
 - j) 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.
 - k) Before starting the train, ensure BP is at 5.0 kg/cm² and that Air Flow Indicator (AFI) is in its predefined position.
 - l) 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).

PULKIT
SINGHAL

Digitally signed by
PULKIT SINGHAL
Date: 2025.01.24
16:34:12 +05'30'

रेल भवन, गायत्रीना मार्ग, नई दिल्ली - 110001

Page 3 of 5

Digitally signed
by Vikash Anand
Date: 2025.01.24
16:29:45 +05'30'

2221192/2025/O/o Dy.CME/O&F/HQ/NR



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



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).

**PULKIT
SINGHAL**

Digitally signed by
PULKIT SINGHAL
Date: 2025.01.24
16:33:38 +05'30'

(PULKIT SINGHAL)
Director Traffic Transportation
Railway Board
011- 23047326
pulkit.0806@gov.in



Digitally signed
by Vikash Anand
Date: 2025.01.24
16:29:04 +05'30'

(VIKASH ANAND)
Director Elect. Engg. (Rolling Stock)
Railway Board
011-47845425
vikashanand.irsee@gov.in

मु.वि.सो.अभि.
CELE

Northern Railway

CLT/HQ

Headquarters office,
Baroda house,
New Delhi

10/07/18

No.403-T/Misc/Rule/Optg/JPO/33

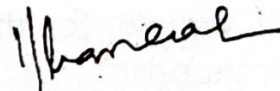
Dated: 09/07/2018

Divisional Railway Manager
Northern Railway
Delhi, Ambala, Moradabad, Firozpur & Lucknow

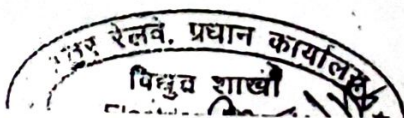
Sub:- JPO for standard shunting guidelines.

A revised JPO is attached herewith for implementation on all stations of the divisions. This JPO supersedes the earlier JPO issued vide this office letter of even no. dated 08/05/2018.

DA/ as above,


(Rajeev Gangal)
COM/G, NR

Copy to :
CSO/NR for kind information.



Northern Railway

Headquarter Office
Baroda House
New Delhi

JPO for Standard Shunting guidelines

This JPO supersedes the earlier JPO issued vide letter no. 403-T/Misc/Rule/Optg/JPO/33 dated 08.05.2018

Background:

Recently, an accident of train rolling down in a block section had occurred at Titlagarh station of Sambalpur division in East Coast Railway. Twenty coaches of the Train No. 18406 Exp. had rolled down without engine towards KSNG station. This seems to have happened due to non observance of the rule of reversal of the Loco at station and Station Master allowing the train into section closing the trap point. Railway Board has desired for issue of a Joint Procedure Order (JPO) by the Zonal Railways based on local conditions to avoid any such incidence.

Rule position:

Vide Para 1.02(49) of GR, "Shunting means the movement of a vehicle or vehicles with or without an engine or of any engine or any other self-propelled vehicle, for the purpose of attaching, detaching or transfer or for any other purpose".

Various rules governing shunting as mentioned in G&SR of Northern Railway are given below:-

- (i) Control of shunting- GR 5.13 along with SR 5.13/1 to 5.13/18;
- (ii) Responsibility for shunting- GR 5.14 along with SR 5.14/1 to 5.14/3;
- (iii) Shunting at station under Centralized Traffic Control- GR 5.15;
- (iv) Shunting during reception of trains- GR 5.16 along with SR 5.16/1;
- (v) Shunting near level crossing- GR 5.17;
- (vi) Shunting on gradients- GR 5.20;
- (vii) Loose shunting- GR 5.21 along with SR 5.21/1 to 5.21/3.

N.R.V.

Further, Station Working Rules (SWRs) of any station contain detailed procedural guidelines/instructions governing shunting in station premises and yards under the control of any such station. These detailed procedural guidelines are specific to a particular station and may vary from station to station. Individual Divisions may like to examine the adequacy and relevance of these Rules in today's traffic scenario.

These rules stipulated under G&SR and SWRs, as applicable, shall be scrupulously followed.

III. Analysis:

The incident narrated above involving reversal of locomotive is only an example of various situations where shunting may take place. From the definition of shunting it is apparent that in order to prevent any mishap of the nature as narrated above, due attention needs to be given at the time of shunting for the purpose of:

- (i) Detachment of locomotive from the train/rake or a part of train/rake;
- (ii) Attachment of locomotive to the train/rake;
- (iii) Transfer of train/rake from one location to another.
(Here no attachment/detachment of locomotive from/to train/rake is taking place.)

The above situations, which are by no means exhaustive, may arise in following scenarios:-

- (i) Change of traction;
- (ii) Reversal of locomotive;
- (iii) Detachment of a diesel locomotive for fuelling at a junction or terminal station;
- (iv) Attaching or detaching coaches/ wagons to/from a rake/train;
- (v) Placement/removal of coaching rakes from platform to washing/stabling lines and vice-versa;
- (vi) Placement/removal of wagons/rakes to and from sidings/goods shed/sick line, etc.

In all the aforementioned cases, unsafe situation arises when the entire rake or part of rake (wagons/coaches), whether attached to a locomotive or not, has **nil or inadequate brake-power** to meet the needs of the situation, during the course of shunting. This JPO seeks to address the above situation in order to prevent unsafe working.

IV. Procedure to be followed during shunting:

The cardinal principle in all cases involving shunting is to ensure that the coaches/wagons/rakes whether attached to a locomotive or stabled even for a short duration, have adequate brake power and are properly secured so that they do not roll down on their own in case of gradients or on impact during shunting or for any other reason.

A. Shunting in case of Coaching rakes/trains:

Shunting Master/Guard/Yard Master/Station Master, as the case may be, shall supervise the entire Shunting activity related to attaching/detaching, etc. of locomotive including reversal of all passenger/mail/express trains.

Following situations may arise in the course of shunting:

1.0 When the locomotive and the rake constitute two separate & distinct units during shunting and the locomotive is to be detached from and/or attached to the rake which was stabled for a short duration:

(i) Precautions to be taken before detaching the locomotive :

The objective here should be to secure the rake before the locomotive is detached. The set of activities would include:

- a. On arrival of the train, LP will ensure full application of brakes (both train & locomotive). The door of guard's compartment of front SLR will be opened by the ALP.
- b. Shunting staff/ALP shall apply the handbrake of the front SLR after the train comes to a standstill.
- c. Incoming Guard of the train shall apply handbrakes in the rear SLR.
- d. The shunting staff shall ensure placing of two iron skids/wooden wedges under the outermost pair of the wheels of the outermost vehicle/coach at each end before the loco is detached.

(ii) Precautions to be taken while detaching the Locomotive :

- a. Shunting staff shall first close both FP & BP cut off angle cocks of locomotive side as well as train side and then uncouple the BP & FP air

hoses between locomotive and the train and place them on their respective hangers.

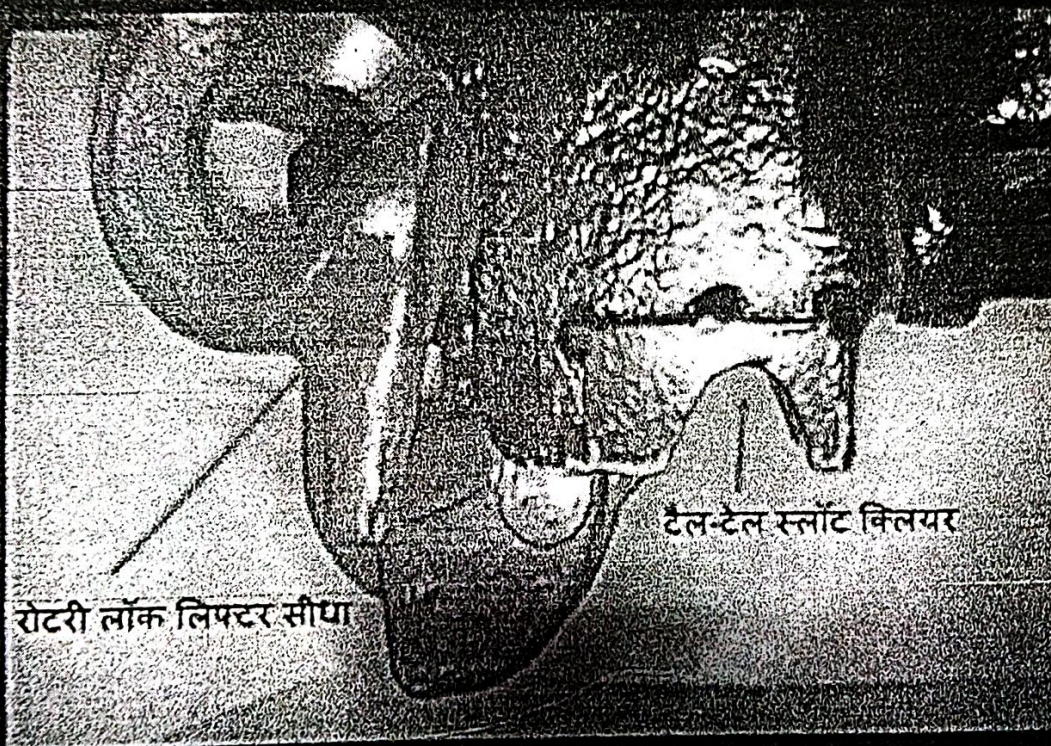
- b. BP cut off angle cock of the rake/train shall be opened by the shunting staff to drain out the BP pressure from the brake pipe to ensure full application of brakes.
- c. Shunting staff shall 'open' the screw/ CBC coupling. If CBC operating handle is not provided then locking pin should be used for opening of CBC coupling thereby allowing the locomotive to get detached from the train and proceed forward.
- d. The BP cut off angle cock of the train should be closed once the BP pressure is drained out.
- e. Brakes of four coaches on each end of the train/rake left behind shall be left un-released by the C&W staff. Brakes of balance number of coaches, if any, can be released manually by C&W staff.
- f. *Additional precautions shall be taken while detaching the locomotive from the rake at a location having gradient of 1 in 400 or steeper as may have been specified under approved special instructions (by CRS) and/or as mentioned in SWR of the subject station.*
- g. *If the outgoing locomotive is likely to be attached after a gap of more than 2 hours after detachment of the incoming locomotive or in case no instructions are provided under para 'f' above, then the entire rake shall be left in un-released condition.*

(iii) **Precautions to be taken while Attaching Loco on the rake/train**

The objective here should be to ensure that the rake, at the time of attachment of the locomotive, does not roll down on impact. The set of activities would include:

- a. Shunting staff should ensure that locomotive to be attached is stopped at a suitable distance from the rake, and in case no distance is specified at a particular station then approx. 20 m before the rake/train and it then proceeds at walking speed to couple with the train.
- b. After attaching the locomotive to the rake/train, following should be ensured:

- The effectiveness of the coupling shall be ensured by the LP and the Shunting Supervisor by slightly inching the train forward.
- Shunting staff/Shunting Supervisor shall ensure tightness of the screw/locking of CBC. It shall be ensured that:
 - CBC lock pin is inserted properly in the groove at the bottom of the coupler;
 - In case of 'H' type coupler, rotary lock lifter rib of CBC of locomotive and coach shall be in vertical position (facing towards the ground).
 - V-groove of both the locomotive and the coach is clear of any obstruction.
 (Please refer to the diagram below)



- After attaching the locomotive the LP shall apply the Locq brakes, SA-9.
- FP&BP air hoses of the locomotive and the train shall be coupled by C&W staff.
- FP angle cock of the rake/train shall be opened by the C&W staff.
- FP angle cock of the loco shall be opened by the C&W staff.
- After ensuring 6 kg/cm^2 pressure in FP in engine by the LP and 5.8 kg/cm^2 in the rear SLR guard compartment by the guard, BP angle cock of the rake/train shall be opened by the C&W staff.
- BP angle cock of the engine shall be opened by the C&W staff.

hoses between locomotive and the train and place them on their respective hangers.

- b. BP cut off angle cock of the rake/train shall be opened by the shunting staff to drain out the BP pressure from the brake pipe to ensure full application of brakes.
- c. Shunting staff shall 'open' the screw/ CBC coupling. If CBC operating handle is not provided then locking pin should be used for opening of CBC coupling thereby allowing the locomotive to get detached from the train and proceed forward.
- d. The BP cut off angle cock of the train should be closed once the BP pressure is drained out.
- e. Brakes of four coaches on each end of the train/rake left behind shall be left un-released by the C&W staff. Brakes of balance number of coaches, if any, can be released manually by C&W staff.
- f. *Additional precautions shall be taken while detaching the locomotive from the rake at a location having gradient of 1 in 400 or steeper as may have been specified under approved special instructions (by CRS) and/or as mentioned in SWR of the subject station.*
- g. *If the outgoing locomotive is likely to be attached after a gap of more than 2 hours after detachment of the incoming locomotive or in case no instructions are provided under para 'f' above, then the entire rake shall be left in un-released condition.*

(iii) Precautions to be taken while Attaching Loco on the rake/train

The objective here should be to ensure that the rake, at the time of attachment of the locomotive, does not roll down on impact. The set of activities would include:

- a. Shunting staff should ensure that locomotive to be attached is stopped at a suitable distance from the rake, and in case no distance is specified at a particular station then approx. 20 m before the rake/train and it then proceeds at walking speed to couple with the train.
- b. After attaching the locomotive to the rake/train, following should be ensured:

- 5 kg/cm² pressure in engine by the LP and 4.8 kg/cm² pressure in the rear SLR shall be ensured by guard and C&W staff.
- Iron skids/ wooden wedges which were placed on either end of the train for securing the rake/train shall be removed by the Shunting staff.
- The 4 coaches on each end or the entire rake, as the case may be, which had been left unreleased, should now be released by the C&W staff.
- Releasing of handbrake of front SLR Guard compartment should be done by the shunting staff and handbrake of rear SLR by the guard.

- c. ALP shall ensure that the front SLR Guard compartment door is locked.
- d. Continuity Test shall be carried out as per laid down norms, before starting the train.

2.0 When the locomotive along with a part of the rake attached to it and the balance part of train/rake constitute two separate & distinct units during shunting and the locomotive along with part rake is to be detached from and/or attached to the rest of the rake which was stabled for a short duration:

If the locomotive, which is considered singularly detached from the rake/train at Sr. no.1 above, is also carrying a part of the rake along with it at the time of detachment/ attachment then the activities as defined in paras (i)-(iii) above shall continue to hold good for the part of the rake left behind (stabled).

For the part of the rake attached to the locomotive it should be ensured that the locomotive maintains the stipulated BP pressure of 5.0 kg/ cm² and all coaches attached to the locomotive irrespective of their number shall remain connected to such BP pressure from the locomotive.

B. Freight trains:

Following situations may arise in the course of shunting:

1.0 When the locomotive and the train/rake constitute two separate & distinct units during shunting and the locomotive is to be detached from and/or attached to the rake which was stabled for a short duration:

(i) Precautions to be taken before detaching the loco :

The objective here should be to secure the rake before the locomotive is detached. The set of activities would include:

- a. On arrival of the train, at its destination (yard/siding/goods shed/sick line, etc.) or at a roadside station where shunting is required to be done the LP of the train will ensure full application of brakes (both train & locomotive).
- b. The shunting staff/ALP/Guard, as the case may be, shall ensure placing of minimum **four** sprags/ wooden wedges/ Skids, to be procured from the Station Master of the station, under the outermost pair of wheels of the front and rear vehicles.
- c. *Additional precautions shall be taken while detaching the locomotive from the rake at a location having gradient of 1 in 400 or steeper as may have been specified under approved special instructions (by CRS) and/or as mentioned in SWR of the subject station.*
- d. *If no instructions exist under para 'c' above, or if the outgoing locomotive is likely to be attached after a gap of more than 2 hours after detachment of the incoming locomotive then Shunting staff/ALP shall apply handbrakes of at least six wagons next to the locomotive after the train comes to a standstill at the desired location and Shunting staff/Guard of the incoming train shall apply handbrakes in six rearmost wagons and the brake van. The handbrakes must be fully tightened.*

(ii) Precautions to be taken while detaching the Locomotive:

- a. Shunting staff shall first close BP cut off angle cocks (also FP, if available,) of locomotive side as well as train side and then uncouple the BP (& FP) air hoses between locomotive and train and place them on their respective hangers.
- b. Shunting staff shall 'open' the screw/ CBC coupling. If CBC operating handle is not provided then locking pin should be used for opening of CBC coupling thereby allowing the loco to get detached from the train and proceed forward.
- c. Brakes of **none of the wagons** should be released by the C&W staff.

(iii) Precautions to be taken while Attaching Locomotive on the rake/train:

- a. Shunting staff should ensure that the locomotive to be attached is stopped at a suitable distance from the rake, and in case no distance is specified at a particular station then approx. 20 m before the rake/train and it then proceeds at walking speed to couple with the train.
- b. After attaching the loco to the rake/train, following should be ensured:
 - The effectiveness of the coupling shall be ensured by the LP and the Shunting Supervisor by inching the train slightly.
 - Shunting staff/shunting supervisor shall ensure tightness of the screw/locking of CBC in the same manner as explained in para A1.0(iii), above.
 - After attaching the locomotive the LP shall apply the Locomotive brakes (SA-9).
 - BP air hoses of the locomotive and the train shall be coupled by C&W staff.
 - BP angle cock of the rake/train shall be opened by the C&W staff.
 - BP angle cock of the engine shall be opened by the C&W staff.
 - 5 kg/cm² pressure in engine by the LP and 4.8 kg/cm² pressure in the brake van shall be ensured by guard and C&W staff.
 - Iron skids/sprags/wooden wedges on either end of the train which were placed for securing the rake/train shall be removed by the Shunting staff.
 - The rake should be released by the C&W staff.
- c. Where FP is also provided then the procedure will be same as in case of para A1.0(iii) b.
- d. Continuity Test shall be carried out as per laid down norms, before starting the train.

2.0 When the locomotive along with a part of the rake attached to it and the balance part of train/rake constitute two separate & distinct units during shunting and the locomotive along with part rake is to be detached from and/or attached to the rest of the rake which was stabled for a short duration:

If the loco, which is considered singularly detached at Sr. no.1 above, is carrying a part of the rake along with it at the time of detachment/ attachment

then the activities as defined in paras (i)-(iii) above shall continue to hold good for the part of the rake left behind(stabled). For the part of the rake attached to the locomotive it should be ensured that the locomotive maintains the stipulated BP pressure of 5.0 kg/cm² and **all wagons** remain connected to such BP pressure from the locomotive.

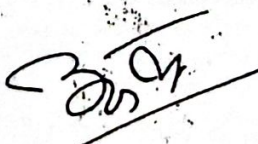
In both **cases A & B**, above, the following provisions shall also apply:

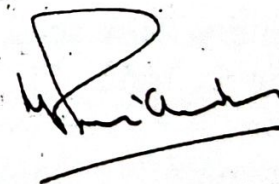
- (i) Proper communication should be maintained throughout between Operating, Loco and C&W staff.
 - (ii) In case of wayside stations where C&W and shunting staff is not available, the activities indicated against C&W staff shall be carried out by the Points man. In case the Points man is not available then the said responsibility shall devolve upon the ALP.
 - (iii) Entire set of activity stated above needs to be executed within the time allotted.
- C. Instructions with respect to “**Securing of vehicles/loads/trains/locomotives at stations and in block sections**” have been stipulated in SR Paras 5.23/2 & 5.23/3 which may be referred to.

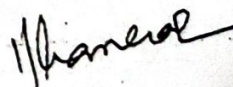
Disclaimer:

This JPO does not supersede any existing rules laid down in various codes, manuals etc. covering the above aspects. The objective of the JPO is to lay down a clearly defined procedure, dealing with shunting based on the practices already in vogue, and its implementation in a scrupulous manner.


CRSE/Chg


CRSE/Frt


CELE


COM/G

No. 403-T/Misc/Rule/Optg/JPO/33
Dated 05.07.2018

vehicles. Another description of 'Fly shunt' is when an engine is hauling a wagon, and while both vehicle are in motion, they are uncoupled and run on the different lines.

5.22 Leaving vehicles in sidings outside station limits:- No railway servant shall leave any vehicle in a siding outside station limits, unless the vehicle is clear of all running lines and, except under special instructions, unless the wheels thereof are properly secured.

5.23 Securing of vehicles at station:- The Station Master shall see that vehicles standing at the station are properly secured in accordance with special instructions.

S.R. 5.23/1 : Responsibility for Safety Chains, Sprags and Wedges:- Station Master are responsible to ensure that there is an ample supply of safety chains, sprags and wedges of approved design at their stations. The Chains, should be long enough to take two loops with the under frame of BOX wagons.

Wagons having holes in the wheels should be secured by passing the chain through the hole of the wheels. Wagons having no hole in the wheels should be secured by tying the chain from the body of the axle, i.e. the position between two wheels.

S.R. 5.23/2 - Action by Station Master/Traffic Staff when vehicles/load/train is to be stabled at a station:-

- a) i) The vehicles/load/train be chained and padlocked using at least two chains, one at either end.
- ii) At least four sprags /wooden wedges be used, two each below the outermost pair of wheels at either end.
- iii) Hand brakes of at least 6 wagons from either end must be fully tightened by Assistant Loco Pilot in the front and by the Train Manager in the rear of the train and In absence of Train Manager, by the Points man. The hand brakes must be operated under the personal supervision of the Train Manager and In the absence of Train Manager, under supervision of on duty SM. In case coaching vehicles are stabled, Train Manager's hand brakes in SLR(s) must be applied.
- iv) The vehicle 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;
- v) 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.
- vi) Stop collars must be placed on relevant signal and point buttons/slides/levers etc;
- vii) Remark should be made in TSR and/or SM diary in Red inks to the effect that Line No. ___ is blocked and all precautions for securing the load have been taken as prescribed above;
- viii) After any load/train/loco is stabled, the station master must inform the section controller supported by private number that all laid down precautions for stabling and securing the load/train/loco have been taken.

- b) Additional precautions to be taken to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper, prescribed under approved special instruction if any and mentioned in SWR of respective stations, should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instruction:-
- i) Before vehicles are uncoupled, the hand brakes should be applied sprags/wooden wedges/skids, should also be used to prevent vehicles from rolling down.
 - ii) As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running line.

S.R. 5.23/3(a) - Action by Loco Pilot/Assistant Loco Pilot before leaving the locomotive, In case Load/train is stabled with locomotive attached or light engine (s) is/are shut down or stabled:-

- i) Application of both SA-9 and A-9 brakes;
 - ii) Application of hand brake and parking brake in loco;
 - iii) Application of hand brakes of at least 6 wagons at either end in the front of the train by ALP and for rear portion as stated in SR 5.23/2(a)(iii).
 - iv) Secure the loco with wooden wedges provided on the loco;
- b) i) Loco Pilot while on duty should not leave the locomotive 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 3(a)(i)(ii) (iii)&(iv) above.
- ii) Before leaving the station/yard, the loco Pilot and Guard should jointly record in a register to be maintained with Station Master/Yard Master that the load & loco has been secured as prescribed above.
- c) **Action to be taken by Loco Pilot/Assistant Loco Pilot and Guard when the train is stalled in block section due to accident, failure, obstruction or any reason:-**
- i) Loco Pilot/Assistant Loco Pilot and Guard should protect the train as per provision of G&SRs 6.03
 - ii) The train should be secured by applying loco brakes (SA-9, A-9 & hand brake) and hand brakes of at least six wagons at either end of the train. The hand brake should be operated by Assistant loco Pilot from leading end and by Guard from the rear end. In case the train is being worked without Guard, the duties of the Guard shall devolve on the Assistant Loco Pilot. In case of coaching trains, the Guard should apply hand brakes of the LR in addition to the application of loco brakes by the Loco Pilot.
 - iii) 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 Guard as there is no such gauge in SLR unlike engine therefore, the Loco Pilot shall immediately inform the Guard regarding dropping of MR pressure and thereafter the Guard will secure the train with wedges in the last vehicle.

□□□□□