



उत्तर रेलवे

कार्यालय वरि. म. वि. अभि./परि./दिल्ली

Email: srdeersodli@gmail.com

No. 230/Elect/RSO/Safety Drive/2024

मण्डल रेल प्रबंधक कार्यालय

स्टेट एंटी रोड, उत्तर रेलवे, नई दिल्ली

दिनांक: 08.11.2024

सभी मुख्य लोको निरीक्षक,

समस्त वरिष्ठ चालक दल नियंत्रक/ लॉबी,

जाखल, जीद, रोहतक, शकूरबस्ती, दिल्ली सराय रोहिल्ला, दिल्ली, आनंद विहार, नया खुर्जा

गाजियाबाद, मेरठ शहर, पानीपत, नई दिल्ली, हजरत निजामुद्दीन, तुगलकाबाद, पलवल, गढ़ी हरसरु

संरक्षा परिपत्र- RSO Safety Circular 07/2024

विषय: स्थिर मालगाड़ी का चार्ज लेकर चलाने के लिए संयुक्त प्रक्रिया आदेश।

संदर्भ: (i). CEE/OP/NR Letter no. 45-RS/9/Train Operation(C No 12964) दिनांक 06.11.2024

(ii). EDME (freight)/Railway Board Letter no. 2012/M (N)/951/35 (E-3325701) दिनांक 04.09.2024

(iii). Director/Safety/Railway Board Letter no. 2006/Safety(A&R)/3/12 दिनांक 11.01.2017

(iv). Joint Procedure Order दिनांक 06.11.2024

उपर्युक्त संदर्भ के अनुसार, स्थिर मालगाड़ियों को सुरक्षित रूप से शुरू करने के लिए एक Joint Procedure Order (JPO) करने के लिए CEE/OP/NR, CRSE/Fr./NR और COM/G/NR के बीच मुख्यालय स्तर पर एक संयुक्त प्रक्रिया आदेश तैयार किया गया है।

अतः सभी वरिष्ठ चालक दल नियंत्रकों/मुख्य लोको निरीक्षकों को निर्देश दिये जाते हैं की अपने नामित व गैर नामित रनिंग स्टाफ को JPO के आधार पर गहनता से काउंसिल करे।

इसे अति आवश्यक समझे।

आदेशित 8/11/24

वरिष्ठ मण्डल विद्युत अभियंता/परिचालन/दिल्ली

Copy to: For kind information please.

- PS to DRM for kind information of DRM please.
- CEE/OP, NDBH.
- ADRM/OP/DLI, Sr. DSO/DLI.
- DEE/RSO & ADEE/RSO: For Necessary action please
- Principal ETC/GZB, Principal DTC/TKD, Principal RSTC/ Shakurbasti.
- CLI/BTC/TKD, CTC/NDLS Control

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.

NK Agarwal
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 immediately.

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. Ry. HQ.
Baroda House, New Delhi

NK Agarwal
7/11/2024

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

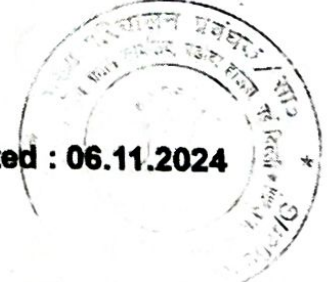


CRSE (Fr)

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



COM/G



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

Dated : 06.11.2024

भारत सरकार / GOVERNMENT OF INDIA
रेल मंत्रालय / MINISTRY OF RAILWAYS
रेलवे बोर्ड / RAILWAY BOARD

Date: 04.09.2024

No. 2012/M(N)/951/35 (E- 3325701)

**Principal Chief Mechanical Engineers
All Zonal Railways**

Sub: Guidelines to prevent uncoupling cases of freight trains.

Ref: Railway board letter no.2006/Safety(A&R)/3/12 dated 11.01.2017 (Copy enclosed)

There have been several cases Train Parting over IR which is alarming lack of attention. As per Railway Board's letter under reference it was advised that pushing back (backing of trains) is an essential requirement to ensure proper seating of CBC locks.

Zonal Railways are requested to ensure the following:

- i. Ensure proper seating of CBC locks, then it must be done by ensuring that situations of point bursting and infringement is not allowed to occur. This can only be possible if the length of pushing is confined to the minimum possible length.
- ii. In cases where the load is stabled for a long duration or is brought to halt in a miscreant prone area, conditions for backing could be permitted under proper supervision of the Guard or competent staff by observing the following precautions:-
 - a. Movement to or dispatch from the adjacent line is not permitted during the operation.
 - b. Any trap or point in rear of the train is set to prevent derailment or bursting of points.

These instructions should be brought to the notice of all concerned.

 04.09.24.

(Happy Walia)

EDME (Freight)

Railway Board

Tel - 011 23047432

Email:edmef@rb.railnet.gov.in

Copy to:

1. AM/ME: For kind information.
2. PCOM's: All ZRs for kind information & necessary action.
3. PCEE's: All ZRs for kind information & necessary action.

Room no. 312C, Rail Bhawan, Raisina Road, New Delhi-110001

Government of India
Ministry of Railways
(Railway Board)

No.2006/Safety(A&R)/3/12

New Delhi dt. 11.01.2017

General Managers,
All Indian Railways.

Sub: Guidelines to prevent uncoupling cases of freight trains.
Ref: Board's Alert Advice No.09/2006 dated 16.01.2007.

The Alert Advice No.9/2006 under reference was issued to prevent practice of Loco Pilot of pushing back of goods train before starting from yard/station yards to ensure proper seating of CBC locks. It has been requested by one of the Zonal Railway to review the Alert Advice since in order to ensure proper coupling of CBCs of the wagons, pushing back of the train by at least two to three meters before starting is necessary.

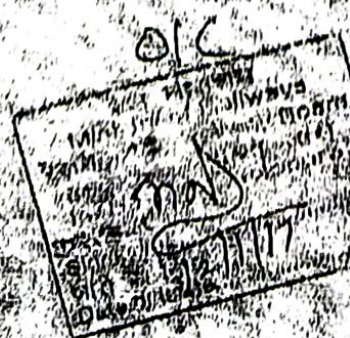
The proposal has been examined and it has been decided that backing of train before starting should not be permitted as:

- (i) Train may derail on an open trap in the rear of the train or burst a point which is set against a backed line.
- (ii) The backing train may infringe on a fouling mark with the adjacent lines and may result in side collision with an incoming train or a train being dispatched from the adjacent line.

However, if it is felt that pushing back is an essential requirement to ensure proper seating of CBC locks, then it must be done by ensuring that situations of point bursting and infringement is not allowed to occur. This can only be possible if the length of pushing is confined to the minimum possible length. In cases where the load is stable for a long duration or is brought to halt in a miscreant prone area, conditions for backing could be permitted under proper supervision of the Guard or competent staff by observing the following precautions:

- (i) Movement to or dispatch from the adjacent line is not permitted during the operation.
- (ii) Any trap or point in rear of the train is set to prevent derailment or bursting of points.

Aashish
(Aashish Kumar)
Director/Safety
Railway Board



Handwritten notes and dates in the bottom left corner, including '11.01.2017' and '11.01.2016'.