



उत्तर रेलवे

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: 29.05.2025

सभी मुख्य लोको निरीक्षक,

समस्त वरिष्ठ चालक दल नियंत्रक/ लॉबी,

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

संरक्षा अभियान-RSO SD-16/2025

विषय :- रेलवे स्टेशनों पर आग की घटनाओं से बचाव हेतु निर्देश ।

सन्दर्भ: (i) Dy.CEE/OP/NR letter no Traction/40/RS/1/30/Safety/Instruction/3011 dated-23.05.25.

(ii) PCSO/NR letter no-PCSO/Secret/Pt-I/Safety/2025/ dated 23.05.2025

(iii) RBs JPO Letter No.2024/TT-IV/12/30 dated 24.01.2025

(iv) SR 5.23 of NR

वाराणसी कैंट रेलवे स्टेशन पर नवंबर 2024 में आग लगने की घटनाएं सामने आईं। इन घटनाओं को ध्यान में रखते हुए, रेलवे बोर्ड ने केंद्रीय सुरक्षा एजेंसियों की रिपोर्ट के आधार पर कुछ त्रुटियों की पहचान की है (संलग्न प्रति त्वरित कार्रवाई हेतु संलग्न है)। सभी लोको निरीक्षकों को निर्देशित किया जाता है कि वे सभी लोको पायलटों (LPs), सहायक लोको पायलटों (ALPs), और लोको पायलट शंटर (LPSSs) को निम्नलिखित बिंदुओं पर आग की घटनाओं से बचाव हेतु उचित परामर्श दें, विशेष रूप से तब जब लोकोमोटिव यार्ड में स्टेबल होते हैं और उनके दरवाजे बंद नहीं होते।

- LP/ALP/LPS यह सुनिश्चित करेंगे कि जब वे यार्ड/स्टेशन में लोकोमोटिव को स्टेबल अवस्था में छोड़ें, तो लोकोमोटिव के सभी दरवाजे बंद हों।
- कोई भी लोको पायलट इयूटी पर रहते हुए इंजन को एनर्जाइज्ड हालत में नहीं छोड़ेगा। इयूटी के दौरान, चाहे स्टेशन पर हो या किसी रनिंग लाइन पर, कोई भी लोको पायलट अपने लोकोमोटिव या स्व-चालित वाहन को तब तक न छोड़े जब तक कोई आवश्यक परिस्थिति न हो और एक सक्षम रेलवे कर्मचारी को उस लोकोमोटिव या स्व-चालित वाहन की ज़िम्मेदारी न सौंप दी गई हो।
- यदि वह वाहन एक स्व-चालित वाहन है और केवल लोको पायलट द्वारा संचालित है, तो लोको पायलट उसे तभी छोड़ेगा जब अत्यावश्यक हो, बशर्ते कि उसने कैब को लॉक कर दिया हो, वाहन को निम्न गियर में रखा हो, इग्निशन स्विच को ऑफ पोजीशन में किया हो और हैंड ब्रेक को लगाकर लॉक कर दिया हो (GR-4.61 के अनुसार)।
- लोकोमोटिव/सेल्फ प्रोपेल्ड वाहन के मामले में रेलवे बोर्ड द्वारा दिए गए JPO (संगलन) के आधार पर पूर्ण तरीके से सिक्योर किया जाए। जिससे संरक्षा में किसी तरह की चूक न हो सके।

सभी लोको निरीक्षक द्वारा तत्काल प्रभाव से 15 दिनों के लिए एक संरक्षा अभियान 30.05.25 से 14.06.25 तक चलाये एवं सभी नामित/गैर-नामित रनिंग कर्मचारियों को उक्त मदों पर काउन्सिल करें व एम्बुश चेक करें। अभियान की रिपोर्ट 15.06.2025 तक मंडल कार्यालय या CLI Reports whatsapp ग्रुप में भेजे, जिससे प्रधान कार्यालय को समय से पूर्ण रिपोर्ट भेजी जा सके।



वरिष्ठ मण्डल विद्युत अभियन्ता/परिचालन/दिल्ली

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.
- Principal ETC/ GZB, Principal DTC/TKD - for kind information and necessary action please.
- CLI/BTC/TKD, CTC/NDLS Control - for kind information and necessary action please.

NORTHERN RAILWAY

**Head Quarter Office,
Baroda House,
New Delhi.**

No.Traction/40/RS/1/30/Safety/Instructions/3011

Date as signed

**Sr. DEE/RSO
DLI, FZR, UMB, MB & LKO**

**Sr.DEE/TR
JAT**

**Sub: Fire incidents at an Important Railway Station
Ref: PCSO/NR letter no.PCSO/Secret/Pt-I/Safety/2025/dt.23.05.2025**

A fire Incidents at Varanasi Cantt Railway station was took place in month of November'2024. In view of this Incidents, Railway Board has Identified certain deficiencies which are based upon a report by Central Security Agencies (copy attached) for an immediate action.

Divisions are advised to counsel to all the LPs/ALPs/LPSs to prevent fire incidents on aspect of Non-closing of doors of locomotives when stabled in Yard:

- LP/ALP/LPS will ensure the all doors in locomotive are closed when he leaves the stabled loco in yard/station.
- LP will not to leave the engine when on duty. No Loco Pilot shall leave his working locomotive or his self-Propelled vehicle when on duty, whether at a station or on a running line, except in case of absolute necessity and after a competent railway servant has been placed in charge of the locomotive or self- propelled vehicle. In the case of a self-propelled vehicle, manned by a Loco Pilot only, Loco Pilot may leave it when necessary, provided he has locked the cabs and has put the vehicle in low gear with the ignition switch in the off position and has screwed down and locked the hand brake(As per GR-4.61).

In view of above, divisions may please send reply to this office at the earliest for further submission.

Digitally Signed by Kamal Kant Rastogi)
Kant Rastogi
CC/OP
Date: 27-05-2025 16:58:13

CC: CEE/Operations for kind information please

K-263
23.05.25

NORTHERN RAILWAY

CEGG
CER/Op
CELE

Headquarters Office
Baroda House
New Delhi

Dated: 23.05.2025

No. PCSO/Secret/Pt.-1/Safety/2025

Sub: Fire incidents at an Important Railway Station.

Ref: Railway Board's Letter No. 2025/Safety (DM)/13/1, dated 09.04.2025 & 20.05.2025.

In view of a fire incidents at the station, Railway Board has identified certain deficiencies which are based upon a report by Central Security Agencies. The letter received from Rly Board in enclosed herewith. The broad shortcomings are listed as below for an immediate action:

S.No	Shortcoming	Concerned deptt
1	Non implementation of Firefighting SOPs	RPF
2	Absence of fire evacuation map	RPF/Engg
3	Absence of Electricity wiring map	Elect.
4	Inadequate firefighting equipment including FEs	Optg
5	Inadequate training of firefighting teams	Commercial/RPF
6	Dummy fire hydrants with no running water and no pipe/hose	Engg.
7	Absence of fixed budget for regular upkeep of station and no emergency resources at the disposal of station director	Commercial
8	Absence of firefighting equipment in parcel area	Commercial
9	Multiple entrance at station	Commercial/RPF/Engg
10	Non availability of DFMDs	RPF
11	Break in periphery/boundary wall	Engg
12	Inadequate coverage of CCTVs	RPF/S&T
13	Non adherence of SOPs at multiple armouries belonging to RPF/NR, RPF/NER, GRP	RPF
14	Lack of comprehensive master plan for development of station	Engg./Commercial
15	Non closing of doors of locomotives (and Coaches) when stabled in yards	Mech/Elect.

The comments and compliance may please be furnished at the earliest for submission to Rly Board,

(Pankaj Kumar Singh)
Pr. Chief Safety Officer

PCEE.

SECRET

Reminder

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड) (Railway Board)

No. 2025/Safety(DM)/13/1

New Delhi, dated 20.05.2025

General Manager
Northern Railway
Baroda House, New Delhi

Sub: Fire incidents at Varanasi Cantt. Railway Station.

Ref: 1. MHA's letter No. 14011/01/2025-N.I.I. dated 20.01.2025.

2. This office letter of even number dated 09.04.2025 (copy enclosed)

Please refer to Railway Board's letter cited under ref.-2, regarding fire incidents at Varanasi Cantt. Railway Station that took place in the last week of November, 2024, wherein the comments of Northern Railway were requested for. As on date, the comments from Northern Railway are still awaited.

It is once again requested that the same may be forwarded to Railway Board at the earliest as follow up has been desired by MHA on the matter.

(Encl: letter under ref.-2)

3 (ent)
20/05/2025
(Utkarsh)
EDME/Safety

Copy to: PCSO/NR

SECRET

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड) (Railway Board)

No. 2025/Safety(DM)/13/1

New Delhi, dated 09.04.2025

General Manager
Northern Railway
Baroda House, New Delhi

Sub: Fire incidents at Varanasi Cantt. Railway Station.
Ref: MHA's letter No. 14011/01/2025-NI.I dated 20.01.2025

Ministry of Home Affairs, vide the letter under reference above, has brought out numerous shortcomings as reported by Central Security Agencies with respect to fire fighting at the Varanasi Cantt. Railway Station in respect of the fire incidents that took place at the Station in the last week of November, 2024.

These shortcomings include non-implementation of firefighting SOPs, absence of fire evacuation map and electricity wiring map, inadequate firefighting equipment including fire extinguishers, absence of proper and regular training of firefighting team, installation of dummy fire hydrants with no running water and no pipe/ hose at incident site, absence of fixed budget for regular upkeep of the station and no emergency resources at the disposal of the Station Director and absence of firefighting equipment at the parcel area.

Other security risks were also reportedly found at the Station, some of which are multiple entrance to platform no. 1, non-availability of DFMDs, breaks in periphery/ boundary wall, inadequate number of CCTVs for monitoring and inadequate CCTV coverage of stairs, escalators and lifts leading to the platforms, the entire stretch of platform not under CCTV coverage, newly constructed platforms no. 10 & 11 lacking CCTV coverage, non-adherence to SOPs at multiple armouries belonging to RPF (NR), RPF(NER) & GRP at the station, lack of comprehensive Master Plan for development of the station, non-closing of doors of locomotives (and coaches) when stabled in yards.

The MHA letter has also emphasized following of safety protocols due to increased footfalls resulting from inauguration of the Kashi Vishwanath corridor and

SECRET

running of additional trains for Kumbh Mela-2025. It has also been advised that it will be appropriate to conduct regular safety and security reviews and audits based on the footfalls and the vulnerability of the Railway stations so that the gaps in security in the Railway stations, can be addressed, considering threats from terrorist groups targeting traffic infrastructure.

Northern Railway may forward comments on above mentioned shortcomings to Railway Board at the earliest.

[Signature] 9/4/25

(Sanjay Mishra)

PED/Safety

Tele: 011-23047406

Copy for kind information to:

CRB, MI, MOBD, MTRS, MF — *[Signature]*

DG/RPF *[Signature]*

[Signature]
11/4/25

[Signature]
11/4/25

[Signature]
11/04/25

Minister of Railways
and Secretary Board
Ministry of Railways
India with Enclosure
Signature.....
Date of Issue.....



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/Pointman as per the extant instructions issued over the Zonal Railways. In absence of Train Manager, hand brakes will be applied by Pointman.
 - 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 SS/ET, 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 TBR 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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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

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



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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:
- 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.
 - Immediately after starting the train, perform Brake Feel Test (BFT).

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Page 3 of 5

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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**

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

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