

तकनीकी सर्कुलर - DLI/RSO-04/2025

विषय: इलेक्ट्रिक लोकोमोटिव के संचालन के दौरान चक्रवात, तूफान या तेज हवा के दौरान बरती जाने वाली सावधानियों का पुनरावर्तन।

संदर्भ : NRHQ पत्र संख्या 147-Elect/TRS/6/2 दिनांक 19.05.2025.

NRHQ पत्र संख्या 81-T-13/Safety at work site/2025 दिनांक 14.05.2025.

NRHQ पत्र संख्या 230-Elect/TRS/202/operational circular-011 दिनांक 03.06.2021.

NRHQ पत्र संख्या 230-Elect/TRS/202/operational circular-015 दिनांक 27.05.2022.

पिछली ऐसी घटनाओं जिसमें चक्रवात या तूफानी परिस्थितियों के कारण पैंटोग्राफ के उलझने और OHE के टूटने की घटनाओं को ध्यान में रखते हुए, उपरोक्त संदर्भित NRHQ ऑपरेटिंग सर्कुलर संख्या-015 और 011 (प्रतिलिपि संलग्न) में जारी निर्देशों के बारे में चालक दल व सम्बंधित कर्मचारियों की काउंसलिंग की जानी है।

ऐसी प्रतिकूल मौसमीय घटनाओं के दौरान अधिकतम सुरक्षा सुनिश्चित करने तथा ऐसी दुर्घटनाओं से बचने के लिए, परिपत्र में दिए गए निर्देशों को एक बार फिर दोहराया गया है, ताकि सभी सम्बंधित कर्मचारियों, विशेषकर विद्युत इंजन के चालक दल, नियंत्रण कार्यालय तथा परिचालन से जुड़े कर्मचारियों द्वारा इनका कड़ाई से पालन किया जाना अनिवार्य है।

उपरोक्त के सम्बन्ध में, सभी मुख्य लोको निरीक्षकों को यह निर्देश दिए जाते हैं कि अपने मनोनीत/गैर-मनोनीत रनिंग स्टाफ को काउंसिल करें तथा काउंसलिंग रिपोर्ट को मंडल कार्यालय में दिनांक 07.06.2025 को अविलम्ब प्रस्तुत करें।

संलग्न: यथोक्त

वरिष्ठ मण्डल विद्युत अभियंता/परिचालन

प्रतिलिपि :-

- मण्डल रेल प्रबंधक/मण्डल कार्यालय/नई दिल्ली/उत्तर रेलवे-सूचनार्थ।
- मुख्य विद्युत अभियंता/परिचालन/उत्तर रेलवे, बड़ौदा हाऊस, नई दिल्ली - सूचनार्थ।
- मुख्य विद्युत लोको अभियंता/उत्तर रेलवे, बड़ौदा हाऊस, नई दिल्ली - सूचनार्थ।
- अपर मण्डल रेल प्रबंधक/परिचालन/नई दिल्ली/उत्तर रेलवे-सूचनार्थ।
- मण्डल राजभाषा अधिकारी/मण्डल कार्यालय/नई दिल्ली/उत्तर रेलवे-सूचनार्थ।
- प्रधानाचार्य/प्रशिक्षण केन्द्र - गाजियाबाद/तुगलकाबाद।
- मुख्य कर्षण नियंत्रक/दिल्ली/ उ.रे. - उचित कार्यवाही हेतु।
- समस्त मुख्य लोको निरीक्षक/दिल्ली मण्डल - आवश्यक कार्यवाही हेतु।
- समस्त लोको लॉबी नोटिस बोर्ड- आवश्यक कार्यवाही हेतु।

तकनीकी सर्कुलर

Northern Railway

Headquarters office,
Baroda House,
New delhi-110001,
Dated: 19.05.2025.

No.147-Elect./TRS/6/2

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

Sub: Reiteration of Precautions of Precautionary Measures during Cyclone, Strom or Strong Wind for Working of Electric Locos.

Ref: Dy.CSO/Elect./NR's Letter no. 81-T-13/Safety at work site/2025 dated 14.05.2025.

With reference above, please find enclosed herewith a copy of letter regarding reiteration of instructions issued vide NRHQ operating circular No. 011 dated 03.06.2021 and NRHQ operating circular No. 015 dated 27.05.2022 (copy enclosed) to ensure utmost safety during adverse weather such as Cyclone, Strom or Strong Wind and to avoid pantograph entanglement and OHE breakdowns.

Accordingly, divisions are advised that wide publicity may be given to these instructions and that these are reiterated during safety briefings, crew counselling sessions and control room instructions.

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/OP: for kind information please.

Northern Railway

Headquarters Office

Baroda House

New Delhi-110001

Dated-14.05.2025

No. 81-T-13/Safety at work site/2025

To
Divisional Railway Managers,
DLI, FZR, JAT, LKO, MB & UMB

Sub: Reiteration of Precautionary Measures during Cyclone, Storm or Strong Wind for Working of Electric Locos.

Ref: i) NRHQ Operating Circular No. 011 dated 03.06.2021


ii) NRHQ Operating Circular No. 015 dated 27.05.2022

In view of past incidents involving pantograph entanglement and OHE breakdowns due to cyclonic or storm conditions, attention is invited to the instructions issued vide NRHQ Operating Circular No. 015 & 011 referenced above.

To ensure utmost safety during such adverse weather events and to avoid recurrence of such mishaps, the instructions contained in the circular are once again reiterated for strict compliance by all concerned staff, especially the crew of electric engines, control offices, and operations personnel.

It is requested that wide publicity may be given to these instructions and that these are reiterated during safety briefings, crew counselling sessions, and control room instructions.

DA: As above


Dy. CSO/Elect./NR
For Pr. Chief Safety Officer/NR

Copy to: -

1. Secy. to GM for the kind information of GM/NR
2. Secy. to AGM for the kind information of AGM/NR
3. PCEE for kind information and necessary action
4. Sr. DSO/DLI, FZR, JAT, LKO, MB & UMB for necessary action.

File No.NR-HQ0ELEC(LOCO)/12/2021-O/o Dy. CEE/OP/HQ/NR

Northern Railway

Headquarters Office
Baroda House
New Delhi-110001

NRHQ Operating Circular No 011

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

Dated: 03.06.2021

Sr. Divnl Elect. Engineer/ RSO,

Northern Railway, D.R.M. Office, New Delhi & Lucknow

Sr. Divnl Elect. Engineer/ TRD,

Northern Railway, D.R.M Office, Ambala, Firozpur & Moradabad

Sr. Divnl Mech. Engineer/ Power

Northern Railway, D.R.M. Office, New Delhi

Sr. Divnl Mech. Engineer/ O&F

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

Sub: Action by Crew of Electric engine after getting sign of No tension in OHE or Flashing on roof

Ref: SR 17.09/5(3), 17.09/6 & 17.09/7, SR 5.23/3(c), S.R.G.25, G & SR 6.03 and GR 9.10.

Pantograph of loco 22653/TKD was entangled with OHE while working T.No. 02217 in block section DLP-KGF in MB division on date 16.05.2021. Crew of loco did not stop the train even after noticing this and cleared block section in rolling at KGF causing SM/KGF to grant line clear to DLP for the following train i.e. KNZ load. This resulted in Pantograph of loco 31331/GMO of this train also getting entangled with OHE at the same site. This 2nd incidence of entanglement of pantograph was avoidable if Crew of T. No. 02217 had not cleared block section but had stopped train in block section and informed the Control.

In view of this Incidence, It is advised to counsel all LPs and ALPs for possible reasons of tripping of supply in OHE and action to be taken by them to ensure safe operation which is as follows:

1. If there is flashing/ sound from roof or damage to pantograph is noticed, [REDACTED]
[REDACTED]
[REDACTED]. This will avoid damage to OHE if Pantograph is entangled. Train to be moved only after checking and talking to TLC/TPC.
2. In case of transient tripping in OHE: LP shall keep a sharp lookout on his own and adjacent tracks and also OHE. ALP shall look back and observe his train for any abnormality and also ensure pantograph and OHE are normal. ALP shall also check his loco for any abnormality in machine room/HTC and [REDACTED] etc. Guard of the train shall also be informed by LP/ALP

accordingly for the purpose of lookout for any abnormality.If everything is observed normal, LP shall close VCB and resume normal traction. But if any abnormality is observed, required necessary action shall be taken & protection shall be done immediately as per instructions contained in para G & SR 6.03 and GR 9.10.

3. In case of tripping in OHE is not transient and remains continuous:

- (i) Crew shall switch 'ON' flasher light and shall control the speed of train to make himself able to stop it before any obstruction or 1st emergency socket (which are located along with DN track after every km.), whichever of both becomes earlier. (This controlled speed of train shall not exceed 60kmph at night).
- (ii) After stopping train, Crew shall communicate with TPC/Control directly or through TLC to know the reason for no tension in OHE. The Crew shall act according to advice of Control. All Crews should be conversant with landline BSNL/MTNL & mobile numbers of TPCs/TLCs of the sections, over which they are learnt to work, for the purpose of fast communication. These should be saved in their mobile phones.
- (iii) If Crew is unable to contact TPC/Control/TLC immediately, ALP shall be deputed by LP to get down from loco to check his loco and train with Guard in order to look for any abnormality for any defect.
- (iv) After checking train by ALP & Guard, if any abnormality is found, TPC/Control/TLC shall be informed by LP/Guard (through any of the available means of communication) for this and also assistance required, if any. They shall act in accordance with advice of Control.
- (v) Protection of train shall be done by LP and Guard as per GR 6.03 & GR 9.10 as the case may be, if required.
- (vi) In case, if any abnormality is not observed by ALP & Guard, flasher light of loco shall be switched 'OFF'.

Northern Railway

Headquarters Office
Baroda House
New Delhi-110001

NRHQ Operating Circular No. 01B

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

Dated: 27.05.2022

Sr. Divn! Elect. Engineer/ RSO,

Northern Railway, D.R.M. Office, New Delhi & Lucknow

Sr. Divn! Elect. Engineer/ TRD,

Northern Railway, D.R.M Office, Ambala, Firozpur & Moradabad

Sr. Divn! Mech. Engineer/ Power

Northern Railway, D.R.M. Office, New Delhi

Sr. Divn! Mech. Engineer/ O&F

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

Sub: Precaution to be taken in cyclone, storm or strong wind and by Crew of Electric engine after getting sign of No tension in OHE or flashing on roof of Loco.

Ref: SR 2.11/1, 3.78/2, 5.23/3(c), SR 17.09/5(3), 17.09/6, 17.09/7, G&SR 6.03, GR 9.10, S.R.G.5.25 and ACTM Para 30604(9).

An incident of pantograph entanglement of loco 32393/PTRU and OHE breakdown occurred in DLI division on SPR section on 23.05.2022. At time of breakdown there was storm and strong wind and also tripping of OHE but train was continued to moved, resulting serious breakdown of OHE. In view of this, instructions contained in Para SR 2.11/1, 3.78/2, 5.23/3(c), 17.09/5(3), 17.09/6, 17.09/7, G&SR 6.03, GR 9.10, S.R.G.5.25 and ACTM Para 30604(9) are reproduced to ensure safe train Operation.

a) Precautions to be taken for working trains during storm and strong wind for compliance of SR 2.11/1:

- 1. In case Station master receives a warning message forecasting cyclone, storm or strong wind weather from the Meteorological Department and/or there is reasonable doubt that severe storm to breakout endangering the safety of passengers, trains etc., he will detain the train in consultation with the Train Manager & Loco Pilot until storm abates.**
- 2. In any train is caught in the cyclone, storm or strong wind on the run and in the opinion of the Crew, it is likely to endanger the safety of the train, he shall immediately control the speed of the train and bring it to a stop at the first convenient place taking care as far as possible to avoid stoppage of the train at places like sharp curve, high embankments and bridge. Moreover while controlling speed of the train and bringing it to a halt, he shall stop it carefully without a jerk and will re-start the train in consultation with Train Manager only after the cyclone, storm or strong wind abates and it is considered safe to proceed.**



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- (vii) If in the meantime, supply in OHE is observed restored by LP, he shall call back ALP on loco and resume normal traction after getting starting signal from Guard after reaching him back in Brake van.
- (viii) In addition to above, loco and train shall be secured by Crew to avoid rolling down as per extant SR 5.23/3(c) or/and S.R.G.25, as the case may be.
- (ix) After restoration of supply in OHE, train shall be re-started by LP only after recreation of BP/FP pressures in train and thereafter conducting BP continuity test with Guard and thereafter releasing brakes in loco, wagons/coaches. Brake power and feel test also to be conducted by LP after restarting train.
- (x) CLIs to explain above instructions to the crew, besides other instructions contained in G & SR, Operating Manual and ACTM .

**Signed by Hitendra
Malhotra**

Date: 03-06-2021 16:26:00

Reason: Approved

(Hitendra Malhotra)

CELE

For Pr. Chief Elect. Engineer

Copy to: 1) CRSE/O & F

2) Principal Electric Training Centre, Northern Railway, Ghaziabad

3. The Train Manager & the Loco Pilot in co-operation with the Railway staff, if train in the train, shall also try to see the doors and windows of the coaches are kept opened by the Passengers to allow free passage to the wind through the coaches.
- b) Since Cyclone, storm or strong wind is more Vulnerable for Electric engines/EMUs/MEMUs as there are chances of entanglement of pantograph in OHE resulting serious repercussions and breakdown, therefore in addition to above, following action also to be taken by LP of Electric engine or M.Man of EMU/MEMU for compliance of Para 30604(9) of ACTM:

"He shall keep a special watch on the pantograph of his own train as well as passing electric trains and report any abnormality as soon as possible to TPC/TLC. If he notices any serious defect in the pantographs which are likely to cause damage to OHE, [REDACTED]

- c) In thick, foggy or tempestuous weather impairing visibility or when view of Signals is obstructed, LP shall whistle continuously and take every possible precaution including reduction of the speed as necessary to have the train well under control and be able to stop short of any possible obstruction on the lines for compliance of SR 3.78/2.
- d) If pantographs of Electric engines/EMUs/MEMUs are required to be kept down in such situations, train should be secured to avoid rolling down for compliance of SR 5.23/3(c).
- e) Instructions contained in NRHQ Operating Circular No. 011 dated 03.06.2021 (copy attached) also to be observed by Crew of Electric engine after getting sign of No tension in OHE or flashing on roof for compliance of SR 17.09/5(3), 17.09/6, 17.09/7, S.R.G.25, G & SR 6.03 and GR 9.10.
- f) Other instructions contained in G&SR, Operating Manual and ACTM shall also be followed in addition to above.

It is advised to counsel all LPs and ALPs for above instructions to ensure safe train operation.



(Pankaj Kumar Singh)
Chief Electrical loco Engineer

Copy to:

1. CRSE/O & F
2. Principal, ETC/GZB for necessary action.