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मंडल कार्यालय आदेश - 38/2024

दिनांक - 18.11.2024

पत्र सं.849-W/10/Safety/2023/M-1/ X

समस्त मुख्य लोको निरीक्षक

एवं मुख्य ब्यू नियन्त्रक

जोधपुर एवं मेड़ता रोड

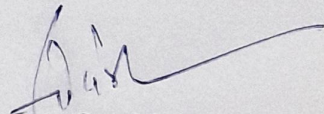
समस्त लोको पायलट, लोको पायलट शंटर एवम् सहायक लोको पायलट

**विषय:-** JPO For Securing & Release Of Vehicles/Load/Train/Loco In Station /Yard Or In Block Section

**सन्दर्भ :-** HQ letter no. NWR-M/D&R/Safety/104/Safety Drive 14.11.24

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मुख्यालय के निर्देश अनुसार संदर्भित विषय के लिए दिनांक 18.11.24 से 15 दिन का विशेष संरक्षा अभियान चलाया जा रहा है जिसमें संदर्भित पत्र के सभी बिंदुओं की अनुपालना सुनिश्चित करनी है। इस अभियान के दौरान अपने सभी नामित स्टाफ को वाहन/गाड़ी/लोड/ट्रेन/लोको को स्टेशन यार्ड और ब्लॉक सेक्शन में सिक्क्योर और रिलीज करने के बारे में काउन्सलिंग कर पावती लेवे तथा दिनांक 04.12.24 को मंडल कार्यालय में रिपोर्ट जमा करवाए।

  
वरी, मंडल वांत्रिक इंजी. (Enh&P)  
उ.प. रेलवे, जोधपुर

Copy-

DRM/JU, For kind information

.DRM(Op)/JU, For kind information

Sr.DOM, JU, For information & necessary action please

Sr. DSO/JU, For information

ADME(E&P)/JU for necessary action please



No. 2024/TT-IV/12/30

Date : 13.11.2024

General Managers,  
All Zonal Railways.

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

**Ref :** (i) Board's letter no. 2012/Safety(A&R)/19/1 dated 24.02.2012.  
(ii) Board's letter no. 2012/Safety(A&R)/19/1 dated 18.12.2016.

Board, vide letters in reference, had issued precautions to be taken for stabling loads/trains and securing of vehicles/load/trains/locomotives at stations as well as securing of trains stranded in block section. In view of recent incidences of rolling down at time of releasing of load, a Joint Procedure Order (JPO), in connection to Board's previous letters under reference, for implementation by Zonal Railways is as follows:

1. Action by Station Master/Traffic Staff when vehicles/load/train is to be stabled at Station:-

- The vehicles/load/train shall be inside the fouling marks. Train Manager should ensure that train is stopped after clearing fouling mark.
- The vehicles/load/train be chained and padlocked using **atleast** two chains, one at either end;
- Atleast** four sprags/wooden wedges be used, two each below the outermost pair of wheels at either end;
- Hand brakes of **atleast 6** wagons from either end must be fully tightened by station staff. In case coaching vehicles are stabled, Train Manager's hand brakes in front & rear SLR(s) must be applied. The hand brakes must be operated under the personal supervision of the Train Manager, and in the absence of Train Manager, by SM on duty;
- 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;
- 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;
- Stop Collars must be placed on relevant signal and point buttons/slides/levers etc.;
- Remarks should be made in TSR and/or SM diary in Red ink to the effect that 'Line No. \_\_\_ is blocked and all precautions for securing the load have been taken' as prescribed above;

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- i) 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.
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 shut down or 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) With attention to the plain or down gradient section, 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 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&SRs 6.03;

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- (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 Assistant Loco Pilot. In case of coaching trains, the Train Manager should apply hand brakes of the SLR in addition to the application of loco brakes by the Loco Pilot.
- (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 Loco Pilot/Assistant Loco Pilot for clearing of stable vehicle/load/train/locomotives from station/yard :**

- a) 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) Energize the loco, bring A-9 on release position and build BP pressure to 5 kg/cm<sup>2</sup>, keeping SA-9 applied.
- c) Release and ensure the hand brake/parking brake in the loco(s) are released. Then remove the wooden wedges from the loco wheels, returning taken over wedges to station, if any.
- d) Perform a BP Continuity Test to ensure BP pressure continuity in the load.
- e) Keep the A-9 at emergency (i.e., BP pressure = 0), and check a few wagons to confirm that the brakes are applied (excluding those with hand brakes applied).
- f) If it is necessary to make a TMLP Report (Train Manager & LP), inspect the load as per the rules. In case of any irregularities, report them to the SM. During the preparation of the TMLP Report, either LP or ALP must be present in the loco cab.
- g) Inform Train Manager/SM for release of handbrakes in wagons and removal of wooden wedges/metal skids and chains.
- h) After the above steps and confirmation from Train Manager, if everything is in order, inform the SM that the train is ready.
- i) Once the signal is off, release A-9 and then SA-9. On gradients, release of A9 & SA9 and taking traction shall be done concurrently to avoid roll down.
- j) Before starting the train, ensure BP is at 5.0 kg/cm<sup>2</sup> and that the AFI is in its predefined position.
- k) After starting the train, check for free movement of the load. If it feels jammed, notify the SM or TLC.
- l) Immediately after starting the train, perform the Brake Feel Test (BFT).

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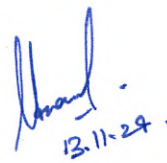
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7. Action by Train Manager/Station Master/Traffic Staff for clearing of stable vehicle/load/train/locomotives from station/yard :
- Upon clearance from LP/ALP, supervise the release of Hand brakes of trailing and leading wagons by station staff. For stabled coaching vehicles, the Train Manager's hand brakes in the front SLR(s) must be released. In case of difficulty in release, advise LP for partial release of train brakes (A-9) till hand brakes are released. In the absence of the Train Manager, releasing must be personally supervised by the on duty SM.
  - After releasing of hand brakes, ensure that chains, skids & wedges are also removed from the wagons. Brakes of rear guard's van / SLR shall also be released.
  - In the case of an engine or tower wagon also, chains shall be removed.
  - Confirm LP/ALP about completion of process and ready from your end.
8. Station Staff, Train Manager, Crew and Section Controller should be aware of gradients at Stations/Yards/Sidings and block sections.
9. Frequent counseling in this regard should be done by concerned Supervisors.
10. The Railways must ensure availability of adequate number of sprags & chains of approved design at stations and wooden wedges on locos.

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

  
(PULKIT SINGHAL)

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(VIKASH ANAND)

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vikashanand.irsee@gov.in



No.2024/TT-IV/12/30

New Delhi, dated. 13.11.2024

**Copy forwarded for information and necessary action to:-**

1. The Chief Commissioner of Railway Safety / Lucknow.
2. The Principal Chief Operations Managers, All Indian Railways.
3. The Principal Chief Signaling & Telecommunication Engineers, All Indian Railways.
4. The Principal Chief Mechanical Engineer, All Indian Railways.
5. The Principal Chief Electrical Engineer, All Indian Railways.
6. The Principal Chief Safety Officers, All Indian Railways.
7. The Director General, RDSO, Lucknow.
8. The Director General, NAIR, Vadodara.
9. The Director, Indian Railways Institute of Transport Management, Manak Nagar, Lucknow.
10. The Principal, Indian Railways Institute of Civil Engineering, Pune.
11. The Principal, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
12. The Principal, Indian Railways Institute of Signal, Engineering and Telecom, Secunderabad.
13. The Director, Indian Railways Institute of Electrical Engineering, Nasik.
14. The Chief Administrative Officer, Indian Railway Project Management Unit, Shivaji Bridge, New Delhi.
15. The Principals, Zonal Railway Training Institutes, Central Railway, Bhusawal, Eastern Railway, Bhuli, Northern Railway, Chandausi, North Eastern Railway, Muzaffarpur, Northeast Frontier Railway, Alipurduar, North Western Railway, Udaipur, Southern Railway, Tiruchirapalli, South Central Railway, Maula Ali, South Eastern Railway, Sini.
16. The CAO, Central Organization for the Modernisation of Workshops, New Delhi.
17. All Members, Departmental Council and National Council and Secretary Staff Side National Council, 13-C, Ferozeshah Road, New Delhi.
18. The General Secretary, NFIR, 3 Chelmsford Road, New Delhi.
19. The General Secretary, AIRF, 4 State Entry Road, New Delhi.
20. The General Secretary, FROA, Room No.256-A, Rail Bhavan, New Delhi.
21. The General Secretary, IRPOF, Room No.268, Rail Bhavan, New Delhi.
22. The Indian Railways Conference Association, DRM's Building, Accounts Building, Chelmsford Road, New Delhi.

Copy to:

AM/ME, AM/Tr., AM/CE  
PED/Safety