

EAST CENTRAL RAILWAY

Office of the
Principal Chief Operations Manager
Hajipur

No ECR/ Optg. Safety/JPO/46/2023

Dated 11.02.25

Divisional Railway Manager
EAST CENTRAL RAILWAY
DDU, DHN, DNR, SPJ& SEE

Sub- Joint Procedure Order for securing and release of vehicles
/load/train/loco in station/yard or in block section.

Ref-(i) Railway Board's letter no.2024/TT-IV/12/30 dated 24.01.2025

(ii) This office letter of even no dated 20.11.24

(iii) Railway Board's letter no.2024/TT-IV/12/30 dated 13.11.2024

According to reference (i), Railway Board has revised the joint procedure order for securing and releasing vehicles/loads/trains/locos at the station/yard or block section. Instruction contained in para 1(d), Zonal railway may issue rules for the provision given in para 1(d).

In this regard, the provision has been issued vide reference letter (ii) and has also been issued in item number 7 of Correction slip number 10 of G&SR.

The JPO issued by the Railway Board is being sent for your information and necessary action Please.

DA- JPO for securing and release of vehicles
/load/train/loco in station/yard or in block
Section dated 24.01.25

(Manoj Kumar Ranjan)
Dy.COM/Gen
ECR/Hajipur

12-02-25

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:

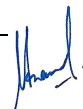
1. Action by Station Master/Train Manager/ Assistant Loco Pilot/Traffic Staff when vehicles/load/train is to be stabled at Station:-
 - a) The vehicles/load/train shall be stabled inside the fouling marks. Train Manager should ensure that train is stopped after clearing fouling mark.
 - b) The vehicles/load/train 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.

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Page 1 of 5



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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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Page 2 of 5



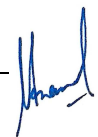
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- Assistant Loco Pilot. In case of coaching trains, the Train Manager should apply hand brakes of the rear SLR and front SLR by ALP, if not locked.
- c) If MR pressure starts dropping while train is stationary, loco pilot has to secure the loco with 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).

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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).

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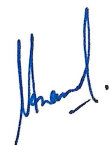
New Delhi, dated. 24.01.2025

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. AM/ME, AM/Tr., AM/CE/Railway Board
18. PED/Safety/RB

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