

## EAST CENTRAL RAILWAY

### JOINT PROCEDURE ORDER

#### **Sub: Securing of Vehicles / Engine/ Loads Stabled in Station Area or Block Section Against Rolling Down.**

- Ref: - 1. Exec. Dir.Elect.Engg (RS), Rly Bd's letter# 2017/Elect(TRS)/113/Safety Misc., dtd: 13.11.2017.  
2. Railway Board's letter no.2007/Elect (TRS)/113/7, dated 19.01.2012.  
3. Railway Board's letter no.2012/Safety (A&R)/19/1, dated 24.02.2012.  
4. This office letter of even no. ECR/ELE/OP/331, dtd: 30.11.2017.  
5. Railway Board Letter No. 2021/Elect.(TRS)/113/Safety Misc. dated 18.03.2021

Recently, a case of rolling down of full train load of Train no. 05326 New Delhi – Tanakpur Jan Shatabdi Express occupied by passengers occurred near Home Signal of TPU Station of Izatnagar Division of NER on 17.03.2021 reflected very poorly on part of safety. It indicates that the extant instructions/procedures were not followed by the staff involved. Divisions have already been instructed for counseling of running staff and station staff vide this office letter under ref.-4 above.

Precautions to be taken for securing of vehicles/loads/trains/locomotives at Station/Yard and in Block Section have also been circulated by Railway Board vide ref.-1, 2, 3 & 5 above are reiterated below:-

1. To avoid rolling of coaching rake during coupling and un-coupling of the train engine, following procedure must be followed:-
  - (a) Whenever a train has been brought to a stand at road side station/mid-section and it is necessary for the engine, with or without vehicles, to be detached from rest of the train, the Loco Pilot must ensure before detaching the engine that the brakes of the train are in applied position using A-9. The brakes shall be released by available Crew/Shunting staff/Station staff only after attaching the engine and recharging the air pressure in the entire train.
  - (b) Guard shall satisfy himself before the train is uncoupled from train engine that the Van/SLR brakes have been put on securely and take such other measures as may be prescribed by special instructions. The Guard shall release the brakes of Van-brakes before starting of train (GR 4.57).
  - (c) Whenever a train has been brought to a stand at nominated C&W point and it is necessary for the engine, with or without vehicles, to be detached from the rest of the train, the brakes of two front and two rear vehicles should be released by C&W staff only after attachment of the new engine.

2. **Duty of Loco Pilots/Assistant Loco Pilots before leaving the Loco:** In case Load/train is stabled with locomotive attached or live engine is shut down or stabled: -
- a. Application of A-9 in emergency and SA-9 brakes.
  - b. Application of Hand Brake and Parking brake.
  - c. Secure the locomotive with four wooden wedges provided on the locomotive.
  - d. 4 wooden wedges should be ensured in engine as per RDSO's approved design.
  - e. Hand brake/parking brakes of locomotive should be ensured in working condition at the time of taking over the charge of the locomotive.
  - f. Also apply locomotive independent brakes on the banking locomotive, if train is banked.
  - g. Loco Pilot while on duty should NOT leave locomotive un-manned. In case he is required to leave the locomotive un-manned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring 1 (a,b,c) above.
  - h. Before leaving the station/Yard, the Loco Pilot and Guard should jointly record in a register to be maintained with Station Master that the Load and Locomotive have been secured as prescribed above and SM should inform Section Control supported by Private Number.
  - i. In case, detention is likely to be more than 30 minutes, wedging of wheels of locomotive using wooden wedges, provided on locomotive, should be done along with application of Guard's brakes to avoid rolling down of the train.
3. **Duty of Loco Pilots/Assistant LP and Guard when the train is stalled in block section due to accident, failure, obstruction or any other reasons: -**
- a. Loco Pilot/ALP and Guard should protect the train as per provision of G&SR 6.03;
  - b. The train should be secured by applying locomotive brake (SA-9, A-9, hand brake & Parking brake) and hand brakes of at least six wagons at either end of the train. The hand brake should be operated by ALP from leading end and by the Guard from the rear. In case, the train is being worked without Guard, the duties of the Guard shall devolve on the ALP. For coaching trains, the Guard should apply hand brakes in SLR in addition to the application of Loco Brakes by the Loco Pilot.
4. Station Staff, Guard, Crew and Section controller should be aware of gradients at stations/Yards/sidings and of block sections and Special attention should be given during shunting in Yard/station/block section especially situated at graded sections. Instructions of SWR in this regard must also be followed.
5. Procedure shall be followed for coupling of:
- (i) **E-type transition coupler and H-type transition coupler** fitted on Diesel and Electric locomotives;

**(ii) Coupling with CBC fitted rake:**

- a. After berthing the CBC rake on the platform and before releasing the rake by C&W the first five coaches should be in braked condition.
- b. Two skids shall be provided under the wheels of SLR.
- c. Loco shall be brought in line and stopped 20 meters before the SLR coach.
- d. When coupling with a locomotive, the knuckle of locomotive shall preferably be opened. However, when situation demands more gathering range, knuckles of both the couplers may be opened.
- e. To open the knuckle of couplers the securing bolt shall be unlocked and handle shall be operated by lifting it.
- f. Loco shall be moved cautiously at a speed of 2-3 KMPH following the existing procedure of shunting.
- g. After coupling is made, it shall be ensured that the Tell-Tale slot of coupler of SLR/First coach and Locomotive is clear. Ensure proper locking.
- h. The effectiveness of the coupling shall be checked by the Loco Pilot by inching the train slightly.

**(iii) Coupling with Screw Coupling Rake:**

- (a) The screw coupling shall be lifted in horizontal position by hand at the time of knuckle locking with clevis and also at the time of insertion of 50 mm dia clevis pin.
- (b) After locking of the knuckle of the locomotive, it shall be ensured that the tell-tale slot is clear.
- (c) Once coupling is completed, 50 mm dia clevis pin of locomotive CBC, tied with GI-wire, shall be inserted in the matching hole of coupler and clevis.
- (d) Spring cotter shall be fitted in the slot provided in the bottom of clevis pin and proper couplings shall be ensured.
- (e) Screw coupling hook, when not in use, shall be held in a hook provided in the cattle guard of locomotive to avoid hitting during train operation.

**NB:** - No oil/Grease shall be applied on the coupler's internal part such as knuckle, lock, rotary lock filter etc. Oil and grease on the coupler's internal parts can cause the lock to slide and lead to un-coupling automatically.

**6. Whenever running train faces pressure trouble induced due to mechanical failure of any component, CRO, dashing with any road vehicle etc.** Following safety measures are advised to be taken to avoid rolling down of rake:-

- (a) In case BP pressure is maintained in loco, brake should be applied in complete rake before de-boarding engine by LP/ALP.
- (b) In case due to hitting BP/FP pipeline is damaged and air leaks out, brake shall be applied in all coaches as per principle of air brake system.

- (c) In case BP/FP pressure is not maintaining, crew should communicate with Guard of the train and ask him to apply hand brake in SLR. Locomotive hand brake should also be applied before de-boarding.
- (d) On de-boarding, engine crew should apply wooden wedges under wheels of loco and Guard should also do it for bogies of SLR/LWLRRM.
- (e) Cause of pressure trouble should be investigated by LP/ALP and Guard of train and during this they should not release coaches from QRV (Quick Release Valve).
- (f) They should try to zero upon cause of air leakage from loco / coach and try to arrest it.
- (g) When BP/FP pressure is maintained they should apply brake in complete rake and may release hand brakes of loco / SLR/LWLRRM and remove wooden wedges under the wheels of coaches.
- (h) Before moving train, loco brake should be applied and coaches' brake should be released and individual coach should be checked by ALP and guard of train.
- (i) In case air pressure is not maintained in BP/FP, train should be kept in secured condition and relief loco should be demanded. While attaching relief loco load should be in secured condition and only when BP/FP pressure is maintained step **(g) & (h)** should be followed.

7. Other instructions of Railway Board issued earlier should also be followed and made a part of regular/ Refresher Courses.

In order to sensitize the issues amongst running staff, it is advised to launch a month long special safety drive to counsel **all the running staff (100%)** and staff involved in train operation through Supervisors/Officers covering above aspects and all the instructions/procedures issued by Board vide ref.1,2,3 & 5.

PCOM

PCEE

PCSO

PCME

No. ECR/ELE/OP/344

Date: 23.03.2021

**Circulation:-**

- (a) Secy to GM for kind information of GM.
- (b) PS-1 to AGM for kind information of AGM.
- (c) All PHODs/ECR for kind information.
- (d) All DRMs/ECR (DHN, DDU, DNR, SEE & SPJ) for information please.
- (e) CPTM, CFTM, CELE, CRSE/Chg, CRSE/Frt, CTE & CSE –for information and necessary action.
- (f) All SrDOMs, SrDMEs (C&W)/ECR (DHN, DDU, DNR, SEE & SPJ) – for necessary action.
- (g) All SrDSOs, SrDEEs (Op)/ECR (DHN, DDU, DNR, SEE & SPJ) - to arrange counseling of the staff. Display of above JPO should be ensured in all Running Rooms, Lobbies, Controls and other locations where Running staff can easily read the JPO.