

NORTHERN RAILWAY

Headquarter office
Baroda House
New Delhi

No. 403-T/OPTG/Safety Circular/14/Pt-II/224

Dated : 27.02.2024

Divisional Railway Managers,
Northern Railway,
~~DLI, FZR, LKO, MB & UMB~~
~~Principal ZRTI/Chandausi~~
~~Chief Instructor Safety Camp- DMP, MB & LKO~~
~~Chief Instructor DTTS – LKO, KKDE, KKK, FZR & SPN~~

Operating safety circular No. 02/2024

Subject: Securing of Vehicles/Loads at stations.

I would like to draw your attention on rolling down of one material train (DMT) that happened in FZR division on 25.02.2024. Under some unavoidable circumstances, a Dn. DMT 53 BOBYN load train was planned to stable at line no. 03 as Loco Pilot refused to work loaded material train without Train Manager. As per control order, power of the load was shut down and crew were supposed to be released on Up passenger train. In the whole process, proper stabling of the load was neither ensured by Loco Pilot and nor by Station staff, which led to this unfortunate incident.

During investigation, it was observed that this incidence happened due to sheer negligence on the part of both crew and station staff. Crew did not apply all necessary brakes before shutting down of power, did not place wooden wedges under wheels, hand brakes were not applied on vehicles as per rules. The station staff also not only did not ensure any safety measures necessary for stabling but also they did not even bother to ask crew whether they had ensured safety of stable load or otherwise.

In view of the above, to avoid any untoward incident of this kind in future, the following procedures & precautions for proper stabling/securing of vehicles/loads at stations as mentioned in G&SR 5.23 are being reiterated:

Action by Station Master/Operating staff when vehicles/load/train is to be stabled at station:

- (a) The vehicles/load/train to be chained and padlocked using at least two chains, one at either end.

(The Chains, should be long enough to take two loops with the under frame of BOX wagons. Wagons having holes in the wheels should be secured by passing the chain through the hole of the wheels. Wagons having no hole in the wheels should be secured by tying the chain from the body of the axle, i.e. the position between two wheels.)

- (b) At least four sprags/wooden wedges to be used, two each below the outermost pair of wheels at either end.

- (c) Hand brakes of at least 6 wagons from either end must be tightened by Assistant Loco pilot in the front and by the Train Manager in rear of the train. In case coaching vehicle are stabled, Guard's hand brake in SLR 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.
- (d) 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.
- (e) 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.
- (f) Stop collars must be placed on relevant signal and point buttons/slides/levers etc.
- (g) 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.
- (h) After any load/train/loco is stabled, the SM 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.

Additional precautions to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper, prescribed under approved special instructions if any 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: Where, in an emergency, stabling of vehicles (with or without engines) on a running line becomes unavoidable, the following precautions should be taken:

- (a) If power of the load is required to be detached from the load, first Sprags and hand brakes must be applied and wagons shall be secured by the safety chains at either end of the rake/wagons.
- (b) Before vehicles are uncoupled, the hand brakes shall be applied. Sprags/wooden wedges/skids and safety chains shall also be used to prevent vehicles from rolling down.
- (c) As far as possible the vehicle/load/train should be stabled on a line which is isolated from other lines, particularly running lines.
- (d) During stormy weather one vehicle in every ten should be chained in addition to the end vehicles. A minimum of four vehicles must however, be chained if the stabled load consist of less than 40 and more than 3 vehicles. Vehicles should be kept clear of all fouling marks concerned.
- (e) At non-interlocked station/yards, all points leading to the line on which the vehicles are stabled should be set and locked against that line and the keys of those points kept in the personal custody of the Station Master on duty.
- (f) If the station yard is situated with gradient of 1:400 or steeper, sprags/wooden wedges/skids should be placed on the both side of the outermost wheels and shall be secured with safety chains.
- (g) Shutting off power: If there is a need to shutting down of Loco, the clear cut orders shall be obtained from SCNL under exchange of private number by the Station Master. Entry of this shall be made in station master diary with red ink. Then SM shall serve the written memo to Loco Pilot to shut down the Loco with signature and stamp. After that "in stopping train Loco Pilot shall determine where to shut off

power by paying particular attention to the gradient, the state of weather, the condition of the rails, the brake power and the length and weight of the train”.

- (h) Crew must not to be allowed to leave the loco in gradient sections/stations until the charge of that loco not taken by another arranged crew.
- (i) Sectional Controllers must also note that no crew and Train Manager shall be said to leave the loco in hurry and booked for spare working to another work place. SCNL shall ensure and get himself confirm through SM the proper securing of load as per G&SR 5.23.
- (j) As per SR 5.23/2(ii), *“atleast four sprags wooden wedges be used, two below the outermost pair of wheels at either end”*. It means if there is a need of more than four sprags to secure the load it may be applied where necessary.

Action by Loco Pilot/Assistant Loco Pilot before leaving the Loco in case load/train is stabled with attached or light engines is/are shutdown or stabled:

- a) Application of both SA-9 and A-9 brakes.
- b) Application of hand brake and parking brake.
- c) Application of hand brakes of at least 6 wagons at either end of the train.
- d) Secure the Loco with wooden wedges provided on the loco.

Loco Pilot while on duty should not leave the locomotive 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 (a)(b)(c) & (d) above.

Before leaving the station/Yard, the Loco Pilot and Train Manager should jointly record in a register to be maintained with Station Master/Yard Master that the load & loco has been secured as prescribed above

Action to be taken by Loco Pilot/Assistant Loco Pilot & Train Manager when the train is stalled in block section due to accident, failure, obstruction or any other reasons:

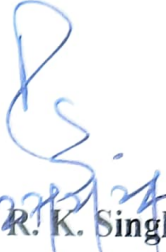
- (a) Loco Pilot/Assistant Loco Pilot and Train Manager should protect the train as per provision of G&SRs 6.03.
- (b) The train should be secured by applying Loco brakes (SA-9, A-9 & hand brake) & hand brakes of at least six wagons at either end of the train. The hand brake should be operated by Assistant 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 duty 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.

In addition to the above following preventive measure should also be ensured.

- All the officers of the HQ and Divisions should be intensively checked above aspect during his inspections.
- Frequent counselling in this regard should be done by concerned supervisors & sectional TIs.
- Safety Meeting in this regards should be conducted at stations/Yards of all the divisions of NR.

- Adequate safety equipment like safety chain, sprags, wooden wedges/skids, scotch blocks etc should be provided at station/yards.

This issues with the approval of the PCOM.


(R. K. Singh)

Chief Operations Manager/G

Copy/-

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCSO, PCE, PCEE, PCME & PCSTE for kind information.
4. CTPM, CFTM, CPTM-I, CPTM-II
5. Sr. DOMs and Sr. DOM/G of DLI, FZR, LKO, MB & UMB divisions.