



NORTHERN RAILWAY

Sr. DEE (OP)

Divisional office Firozpur

No .516-M/O/M-I/Safety Drive/26

Date: 12.03.2026

AEE/RSO/LDH & AEE(TR)ASR

ALL CCC/FZR, LDH, JUC, ASR

All CLIs FZR Divn., CTC/FZR, Dy.CTC/Chg./FZR & Dy.CTC/Frt./FZR

NRHQ Safety drive no. 47

Sub: Safety Drive for Securing/Stabling of Vehicles/Loads/Trains/Locomotives at Stations, Yards and in Block Sections including operation in Ghat Sections.

Ref: (i) Dy. CSO/Elect's L. No. 81-T/SD/38/2025/SAFETY dated 10.03.2026.

(ii) Dy. CEE letter no. 147-Elect/RTS/6/2 dated 12.03.2026

In compliance with the above instructions, a Safety Drive for a period of 15 days from 12.03.2026 to 26.03.2026 is hereby launched to ensure strict adherence to procedures related to stabling and securing of Vehicles/Loads/Trains/Locomotives at stations, yards and in block sections, including precautions during operation in Ghat sections, as per Railway Board instructions and G&SR rules.

All Officers and CLIs shall ensure proper counselling of running staff regarding the instructions contained in the reference letters (enclosed).

Deficiencies noticed during inspections should be immediately rectified and reported. Daily progress of the drive, including trains checked/inspected, crew counselled and deficiencies noticed must be uploaded on Google Sheet. Accordingly running staff (LP, LPS, ALP & TWO) are to be counselled for Securing of Vehicle/Loads/Trains/Locomotives at Stations, Yards and in Block Sections together with operation in Ghat sections. The outcomes of drive bringing out systematic deficiencies and action plane should be compiled and submitted to this office for further submission to HQ latest by 27.03.2026 in the format attached as annexure.

This may be treated as MOST IMPORTANT from safety point of view and strict compliance ensured.

704/1213/26

Sr. Divi. Elect. Engineer (OP)

N. Rly, Firozpur

NORTHERN RAILWAY

Headquarters office,
Baroda House,
New Delhi- 110001.
Dated: 12.03.2026

No.147-Elect/TRS/6/2
NRHQ Safety Drive No.47
Sr. Divisional. Elect. Engineer/Tr./TRD/OP/RSO,
Northern Railway, D.R.M. Office
JAT, FZR, UMB, DLI, MB & LKO.

Sub: Securing of Vehicle/Loads/Trains/Locomotive at Stations, Yards and in Block Sections together with operation in Ghat sections.

Ref: Dy.CSO/Elect's L.No.81-T/SD/38/2025/SAFETY dated. 10.03.2026

In reference to the above a Safety drive should be launched for the period of 15 days (12.03.2026 to 26.03.2026) regarding stabling and securing of Vehicle/Loads/Trains/ Locomotives at Stations, Yards and in Block Section along with operation in Ghat sections .strictly as per Rly Board JPO no. 2024/TT-IV/12/30 dated 24.01.25 (Copy attached) and amendment slip number 200 dated 12.07.2023 to G&SR rules book 1983 of NR. Following aspects are to be covered under this drive :

1. Additional precautions to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper as prescribed under approved special instruction (by CRS) and mentioned in SWR of respective station.
 - (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 others lines, particularly running lines.
2. Action by Loco Pilot/Assistant Loco Pilot before leaving the locomotive in case load/train is stabled with locomotive attached or light engine(s) are stabled.
3. Crew counselled regarding proper stabling of vehicles/load/train/locomotives at stations.
4. Crew counselled regarding precautions for unmanned locomotives and proper securing of locomotive & load.
5. Action to be taken 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.
6. Counsellor Loco Pilot/Assistant Loco Pilot regarding procedures for clearing stabled vehicles/load/train/locomotives from station/yard.
7. Crew should be aware of gradients at station/yards/sidings and block sections.
8. Ensure availability of adequate number of wooden wedges on locomotive.
9. Frequent counselling on all the above aspects should be carried out by concerned supervisors/officers.

Daily progress of the drive, including Train Nos. checked/inspected and deficiencies noticed must be uploaded on Google sheet. Accordingly, running staffs (LP, LPS, ALP & TWO) are to be counseled Securing of Vehicle/Loads/Trains/Locomotive at Stations, Yards and in Block Sections together with operation in Ghat sections. Necessary footplates/inspections/checks are to be carried out to ensure compliance. The outcome of the drive, bringing out systematic deficiencies and action plan with time line to be sent to this office latest by 27.03.2026 in the format attached as annexure.

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/Operations: for kind information please.
4. CTLC/NRHQ: for collection of compliance report on daily basis

Dated 10.03.2026

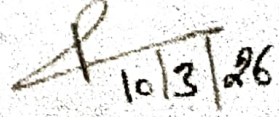
No. 81-T/SD/38/2025/Safety

Divisional Railway Manager,
Northern Railway,
DLI, FZR, JAT, UMB, MB & LKO.Safety drive No.-38/HQ/2026**Sub: Securing of Vehicle/Loads/Trains/Locomotive at Stations, Yards and in Block Sections together with operation in Ghat sections.**

As cited in the subject, a Safety drive should be launched for the period of 15 days (11.03.2026 to 25.03.2026) regarding stabling and securing of Vehicle/Loads/Trains/Locomotives at Stations, Yards and in Block Section along with operation in Ghat sections strictly as per Rly Board JPO no. 2024/TT-IV/12/30 dated 24.01.25 and amendment slip number 200 dated 12.07.2023 to G&SR rules book 1983 of NR. Following aspects are to be covered under this drive :

1. Action by Station Master/Train Manager/Assistant Loco Pilot/Traffic Staff when vehicles/load/train is to be stabled at station.
2. Additional precautions to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper as prescribed under approved special instruction (by CRS) and mentioned in SWR of respective station.
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.
4. Confirmation regarding unmanned loco and securing of loco & load.
5. Action 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.
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.
7. Station Staff, Train Manger, Crew and Section Controller should be aware of gradients at station/yards/sidings and block sections.
8. To ensure availability of adequate number of sprags & chains of approved design at stations and wooden wedges on locos.
9. Frequent counselling should be done regarding all above aspects by concerned supervisors.

Report of the drive should reach this office up to 28.03.2026 covering all the aspects and action taken on the deficiencies noticed during the drive.


(Pardeep Kumar)
Dy. CSO/Elect./HQ
(For Principal Chief Safety Officer)

Copy to:

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCME, PCEE & PCOM for information and necessary action please.



भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)



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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रेल भवन, गायत्रीना मार्ग, नई दिल्ली - 110001

Page 1 of 5

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रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)



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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रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)



- 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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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)



No.2024/TT-IV/12/30

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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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)



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.

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 - 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.;
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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:-
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 - 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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भारत सरकार Government of India
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रेलवे बोर्ड (Railway Board)



- 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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Page 3 of 5

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by Vikash Anand
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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)



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).

**PULKIT
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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)



No.2024/TT-IV/12/30

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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उत्तर रेलवे

प्रधान कार्यालय

बड़ीदा हाउस

नई दिल्ली

दिनांक: 12/07/2023

पत्र सं. 403-T/190/5/OPTG/Rule/21

मण्डल रेल प्रबन्धक,

उत्तर रेलवे,

दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं.200 दिनांक 12.07.2023 (English & Hindi version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 200 दिनांक 12.07.2023 (अंग्रेजी व हिन्दी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

Ming' Schey 12/07/23

मुख्य परिचालन प्रबन्धक/सामान्य

प्रतिलिपि:-

1. प्रमुख मुख्य अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr.CE)
2. प्रमुख मुख्य संरक्षा अधिकारी, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CSO)
3. प्रमुख मुख्य विद्युत अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CEE)
4. प्रमुख मुख्य सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CSTE)
5. प्रमुख मुख्ययांत्रिक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (Pr. CME)
6. मुख्य चलस्टाक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला ।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, एवं लखनऊ ।
9. मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, अम्बाला।
10. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल विद्युत अभियन्ता/समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
14. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, लखनऊ एवं अम्बाला।
15. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दासी।
16. प्रभारी प्रशिक्षक, संरक्षा शिविर/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र, कालका, शाहजहाँपुर एवं मुरादाबाद ।
17. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 200 दिनांक 12 .07 .2023 को उत्तर रेलवे गजट में प्रकाशित करें।
18. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबलपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
19. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य माल भाडा यातायात प्रबंधक CTPM मुख्य यातायात योजना प्रबंधक, COM/G मुख्य परिचालन प्रबंधक/सामान्य & CPTM मुख्य यात्री यातायात प्रबंधक।

Northern Railway

Headquarters Office,
Baroda House,
New Delhi – 110001

AMENDMENT SLIP TO GENERAL & SUBSIDIARY RULES

Sub: Amendment Slip No.200 dated 12.07.2023 to G&SR Rule Book 1983, of Northern Railway.

Delete Existing Appendix – D (Ghat Rules) and Substitute as under:

APPENDIX 'D'

GHAT RULES

SRG-1: Ghat Rules. - The Subsidiary Rules for working on sections having steep gradients may be referred to as Ghat Rules and the sections to which they apply as Ghat Sections.

SRG-2: Ghat section:-

Definition: Ghat section refers to those sections, which are declared as such by the competent authority on account of steep grades, sharp curves, cuttings and tunnels with a ruling grade of 1 in 80 or sharp and which requires special precautions to be observed from the point of view of safety, during train working.

These rules apply to the following sections of Northern Railway:

S.No.	Division	Section
1.	Ferozpur	Pathankot - Joginder Nagar
2.	Ambala	(i) Chandirah - Kalka (ii) Kalka - Shimla
3.	Moradabad	(i) Haridwar - Dehradun (ii) Raiwala – Yog Nagri Rishikesh

Note: (For specified subsection description of sections, SRG – 5 may be referred to.)

1. Sr DOM/DOM shall issue special instructions for local features prevailing on Ghat sections over their Divisions.
2. Divisions shall embody special instructions in SWRs/Working instruction for working trains on sections having short grades steeper than 1 in 80. These instructions should be consistent with General and Subsidiary/Ghat Rules.
3. All other Subsidiary Rules apply to the working of Ghat Sections, except those modified or superseded by the Ghat Rules.

2

SRG-3: Certificate of Competency: Staff directly concerned with train movements, must qualify in SRG 1 to 23 and shall not assume duties on graded sections until they are granted a certificate of competency by their executive officers. Staff who must obtain competency are given below:

1. Loco Pilots/Assist. Loco Pilots
2. Shunter passed Loco Pilot/Assitant Loco Pilot.
3. Shunters
4. Train controllers.
5. Station Masters and Yard Masters.
6. Train Managers.
7. Shunting Masters.
8. Levermen/Cabinmen and Switchmen/Cabinmaster.
9. Pointsman.

The certificate of competency shall be valid for a period of three years only or such long period as may be laid down by special instructions.

- (a) A Shunter or a Loco Pilot, before being allowed to learn road on Ghat Sections, should qualify in Ghat Rules.
- (b) A Loco Pilot on having learnt the Ghat section will not be allowed to work independently, unless a Loco Inspector, after travelling with him declares the Loco Pilot conversant with the section.
- (c) **Issue of certificate of competency:** Divisional officers or Asst. Divisional Officers on behalf of Divisional Officers are authorized to examine, issue and renew certificate of competency in the following form:

NORTHERN RAILWAY

I, the undersigned, hereby certify that Shri
has passed the examination in Subsidiary Rules for working sections with steep gradient contained in unified Ghat Rules for the Northern Railway.

.....

(Designation of Officer)

NOTE :- Sr. Divisional Operations Manager / Divisional Operations Manager may nominate Senior Subordinates to examine, issue and renew certificates of competency in respect of staff mentioned in SRG 3(a) 8&9.

SRG-4: Ghat sections and working of trains in Ghat Section over Northern Railway:

The criteria for defining Ghat sections over Northern Railway for operational purposes is as following:

- (a) **Class-I Category:** Sections with a ruling gradient of 1 in 40 or steeper will be classified as Class-I category of Ghat section.
- (b) **Class -II Category:** Sections with a ruling gradient of 1 in 80 or steeper and flatter than 1 in 40 will be classified as Class-II category of Ghat section.

22

The above defining criteria is for operational purposes only (working of trains, station working, "Ghat fitness" examination etc.) Allowances permissible to be paid to the running staff for train working over the Ghat sections would continue to be governed by the extant policy guidelines issued by the Railway Board in this regard.

SRG-5: Ghat sections and their gradients over Northern Railway are as under:

S.No.	Division	Section	Ruling Gradient
1.	Firozpur	Pathankot - Nagrota	1 in 40
2.	FZR	Nagrota- Joginder Nagar	1 in 25
3.	Ambala	Chandigarh-Chandimandir	1 in 40
4.	Ambala	Chandimandir-kalka	1 in 40
5.	Ambala	Kalka - Shimla	1 in 25.25
6.	Moradabad	Haridwar - Dehradun	1 in 75
7.	Moradabad	Haridwar- Yog Nagri Rishikesh	1 in 75

SRG-6: Engine Brakes. - Every engine working on Ghat Section must be filled with the automatic vacuum/Air brake in good working order and must be itself braked either by the vacuum brake or air brake. The hand brake of all engines must be in proper working order.

SRG-7: Vehicle Brakes. - Train running on Ghat Section must be vacuum/Air braked throughout. However, the following proportion of vacuum piped or air-piped stock, may be allowed on mixed or goods trains, provided the speed of 28 Kmph in case of grades from 1 in 80.

Grades from 1 in 80 - For train with empty stock or loaded 8 wheeled stock, lower brake power limits and special Working Rules/Instruction prescribed by the Railways from time to time shall apply.

NOTE :-

1. A train piped vehicle must in no circumstances be attached outside the brake van of any train.
2. If the required Brake Power as laid down above is not available or if the Loco Pilot is not sure about the availability of sufficient brake power, an adequate number of hand brakes should be pinned down to have control on a down gradient.

SRG-8: Examination of Train before Starting:- The train examiner, Loco Pilot and Train Manager must test the vacuum/Air brake of each vehicle of a train before its departure according to the special instructions laid down in this behalf.

SRG-9: Defective Vehicles - If a Loco Pilot finds the vacuum/Air brake on his train defective, the vehicle with defective vacuum/Air brake if not immediately repairable must be detached from the train. Under no circumstances, whatsoever may vacuum/D.V. cylinder be blanked off. He must also refuse to attach any vehicle with a defective brake, but he must give his reasons in writing to the Station Master if asked to do so.

SRG-10: Train Manager to see Vacuum/Air pressure Gauge. - The Train Manager incharge before giving the signal to start must satisfy himself, that the required vacuum/air pressure is registered on the gauge in his brakevan, if the required vacuum/air pressure is not registered, he must inform the Loco Pilot. If the Loco Pilot is not able to create the required amount of vacuum/ air pressure as required on the gauge in the rear brakevan, the train must not start until the defect has been remedied by detaching defective vehicles or otherwise. The signal to start given by the Train Manager Incharge is an indication to the Loco Pilot that the gauge in the rear brakevan shows the required vacuum/Air pressure.

SRG-11: Removing Snow from Couplings. - Snow on hose pipe couplings or plugs must be cleaned off before attempting to couple them. Whenever a hose pipe is uncoupled, it must be placed at once on the dummy plug to keep the washers free from snow.

WORKING OF BANKING ENGINES

SRG-12: Working of Banking Engines on Grades Steeper than 1 in 100 - When a banking engine has to return to the starting station after assisting the train upto the top of the grade without actually going to the next station.

- (a) A caution order must be issued to the Loco Pilot of the train engine notifying him that banking engine will assist the train;
- (b) The banking engine will be placed in rear of the train, but not coupled to it;
- (c) The Loco Pilot of the banking engine will be given a specially marked "Staff" as authority to assist the train into the block section, the staff must be delivered to the Loco Pilot personally by the Station Master before handing over the "authority to proceed" to the Loco Pilot of the train engine after satisfying himself that the banking engine is ready in position behind the train.
- (d) The Train Manager will not give the starting signal until, he gets back to his brake van.
- (e) After receiving the starting signal, the train engine will whistle in the usual way and will not start until a responding whistle is received from the banking engine which shall then commence to push the train.
- (f) After assisting the train to the top of the grade, the banking engine will return to the starting station, stopping at a stop-dead board provided for the purpose opposite the Home signal from where it will be piloted into the yard. The Loco Pilot will immediately make over the 'staff' personally to the Station Master and at the same time will sign the entry of the time of his return in the train register.
- (g) The "staff" will be kept locked by the Station Master until again required for use and must be correctly made over to his relief when going off duty;
- (h) Not more than one 'staff' shall be kept at a station for use with banking engines in each direction;
- (i) On the single line, no permission to approach nor authority to proceed (except for the train being assisted) shall be given by the Station Master unless the 'staff' is in his possession.

SAFETY SIDING

SRG-13: Definition - There are two kinds of safety siding called Catch and Slip siding.

Catch sidings are placed above stations approached by a descending grade to protect them from run-away vehicles or trains. Slip sidings are placed below station on a grade to prevent vehicles escaping from the station yard.

Station situated in the immediate neighborhood of an incline steeper 1 in 80 falling towards the station and 1 in 100 falling away from the station, a catch siding in former case, and a slip siding in a later case, should be provided if necessary, in suitable position. The take off points to a catch siding or a slip siding should normally be set and locked for the siding except where require to traileed through.

SRG-14: Catch Siding:

- (a) The points of 'Catch' siding must always be set and locked for the 'Catch' siding except when a train is to be received or despatched.
- (b) 'Catch' siding points should not be set for the main line for the reception of an approaching train unless it has first been brought to a dead stop at the first stop signal and the Loco Pilot whistles, except when the following conditions are fulfilled.

- (i) The line on which the train is to be received is clear and the train is to be received on the main line.
- (ii) The points leading to the catch siding as well as the points required for a run through train are set for the main line immediately after granting line clear to the block station in rear.
- (iii) Line clear has been obtained for the block section ahead.
- (iv) The gradients in the block section ahead are such that the train can be brought under control easily.
- (v) Warner signal in the lower quadrant signalling territory is not taken 'off' and distant signal in multiple aspect signalling territory is kept at 'caution' position.

(c) In the case of an outgoing train, the 'Catch' siding points must not be set for the main line unless permission to approach has been received from the station in advance.

- (d) (i) The points must be reset and locked for the 'Catch' siding as soon as the last vehicle of the train has passed over them.
- (ii) Hand Signals will be exhibited at all 'Catch' siding points. The points shall be fitted with point indicator showing red when the points are set for catch siding and white when they are set for the main line (Except when spring points are provided).

SRG-15: Slip Siding:

Locking and Unlocking the Points of the slip sidings:

The points of slip sidings must be normally locked for the siding and must only be unlocked and set for the main line immediately before taking off the signals for the admission of an ascending train or in the case of descending train, after permission to approach has been received from the station in advance. If the authority to proceed, for a descending train which is booked to run through the station, has not been received,

the descending train must be first brought to a dead stand at the first stop signal before the 'Home' and /or 'Outer' signals are taken off for its reception. In the case of a descending train, the slip siding points may only be unlocked and set for the main line, when permission to approach has been received from the station in advance. The points must be reset for the slip siding as soon as the last vehicle of a train has passed over them.

Note:

1. On Kalka-Chandigarh section, when a train is to be dispatched, from a station provided with a slip siding the points of slip siding must not be unlocked until the train is ready and the Loco Pilot has whistled for their unlocking.
2. At certain slip sidings, spring points have been provided. These are normally unlocked and are set for the siding. An ascending train trails through them while entering the station. These points need only be locked for dispatch of a descending train and this should be done only after permission to approach has been obtained from the block station in advance.

SRG-16: Point Indicators at Slip Sidings - Point indicators showing red, when the points are normally set for the siding and white when set for the main line, shall be provided at all slip siding points. (Except where spring points are provided).

The duty of locking and unlocking "Catch" and "Slip" siding points may be performed only by the Pointsman in whose special charge they have been placed under the orders of the Station Master.

TROLLIES AND LORRIES

SRG-17: Brakes on Trolleys - All siding trolleys in use on grades steeper than 1 in 50 must have two efficient and independent brakes, which must together brake all four wheels. On other ghat sections, the trolley need have only one brake capable of braking all the four wheels efficiently. These brakes must be tested before each journey.

SRG-18: Brakes on Lorries - All material lorries working on ghat sections must have an efficient screw brake operating on all four wheels and also a tail rope, which must always be manned when running downhill. The brake must be tested before each journey.

Note :- Dip lorries are not allowed to work on ghat sections.

The person in charge of a trolley or lorry is responsible for any accident resulting from a defect in the trolley or lorry which he might reasonably have been expected to discover.

SRG-19: Speed of Lorries - On falling grades the speed of a lorry must not exceed 8 Kms. an hour.

SRG-20: Lorry only to run in Blocked Section or on Line Clear- Before lorry is allowed to enter a Block Section, the line must be blocked by the engineering official incharge or line clear must be obtained. Not more than two persons, one brakeman and one helper must travel on the lorry itself, the other person would accompany the lorry on foot.

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SRG-21: Working of Motor and Push Trolleys. - Except on Kalka-Simla and Joginder Nagar-Baijnath Paprola sections, motor trolleys on Ghat Sections may either be run on 'Line Clear' or 'trolley permit' in accordance with the instructions laid down in SR 15.25/4. Push trolleys shall, however, run under precautions mentioned in S.R. 15.26/5, which must be rigidly observed. On Kalka-Simla and Joginder Nagar-Baijnath Paprola sections, motor trolleys and push trolleys must be run on 'Line Clear' until and unless they are following a train on descending grades when they can run on a 'Trolley permit' (specified in SR 15.25/4). The speed of a trolley on Kalka- Simla and Pathankot-Joginder Nagar section should not exceed 25 Kms. per hour.

SRG-22: Sprags, Scotches, Wedges and Chains - Every Train Manager must carry sufficient number of sprags or scotches or wooden wedges and chains to be able to comply with these rules.

SRG-23: Shunting:- During shunting along with GR 5.20, all other laid down rules (whichever is applicable) must be adhered to.

Manoj K. Akhouri
(Manoj Krishna Akhouri)
Pr. Chief Operations Manager

No.403-T/190/5/Optg/AS/21
Dated: 12.07.2023

2

हिन्दी संस्करण :

उत्तर रेलवे

प्रधान कार्यालय,
बड़ोदा हाउस,
नई दिल्ली - 110001

सामान्य एवं सहायक नियम का संशोधन पत्र

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र संख्या 200 दिनांक:

12.07.2023

वर्तमान परिशिष्ट 'घ' "घाट नियम" को हटायें और निम्नलिखित को प्रतिस्थापित करें:-

परिशिष्ट 'घ'

घाट नियम

स.नि.घा. 1 - घाट नियम:-

गहरे ढ्वाल वाले खंडों के संचालन के लिए सहायक नियमों को घाट नियमों के रूप में पढ़ा जाएगा। और जिन खंडों पर यह लागू हो, उन्हें घाट खंड कहा जाएगा।

स.नि.घा. 2 - घाट खंड :-

परिभाषा: घाट खंड वे खंड हैं जो तीव्र ढ्वाल, तीखे मोड़, कटिंग व सुरंगों के आधार पर रनिङ्ग ढ्वालान 80मे 1 या तीव्र और जिसमे गाड़ी संचालन में संरक्षा की दृष्टि से गाड़ी संचालन के दौरान विशेष सावधानियाँ बरती जाए, सक्षम अधिकारी द्वारा घोषित किए गए हों।

यह नियम उत्तर रेलवे के निम्नलिखित खंडों पर लागू होते हैं।

क्रम सं.	मण्डल	खंड
1	फिरोजपुर	• पठानकोट- जोगिंदर नगर
2	अम्बाला	• चंडीगढ़ - कालका • कालका - शिमला
3	मुरादाबाद	• हरिद्वार - देहरादून • रायवाला - योग नगरी ऋषिकेश

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टिप्पणी : उपरोक्त दिए गए खंडों के विस्तृत विवरण के लिए SRG-5 देखें ।

1. वरिष्ठ मण्डल परिचालन प्रबन्धक/ मण्डल परिचालन प्रबन्धक अपने मंडलो पर घाट पर प्रचलित स्थानीय विशेषताओं के संबंध में विशेष अनुदेश जारी करेंगे।
2. 80 में 1 से अधिक गहरे छोटे ढाल वाले खंडों पर गाड़ियों के संचालन के लिए, मंडलो द्वारा स्टेशन संचालन नियमों/ संचालन अनुदेशों में विशेष अनुदेश शामिल किए जाएंगे। यह अनुदेश सामान्य तथा सहायक/ घाट नियमों के अनुरूप होने चाहिए।
3. दूसरे सभी सहायक नियम, घाट खंडों के संचालन पर लागू होते हैं। केवल उन्हें छोड़कर जिनमें घाट नियम द्वारा संशोधन या अतिक्रमण किया गया है।

स.नि.घा. 3 - सक्षमता प्रमाण पत्र :-

जिन कर्मचारियों का गाड़ी संचालन से सीधा सम्बन्ध है, वे आवश्यक योग्यता प्रमाण पत्र प्राप्त करें और जब तक उनके कार्यकारी अधिकारी द्वारा इन्हें सक्षमता प्रमाण पत्र नहीं दिया जाता, वे स.नि.घा. 1 से 23 श्रेणीकृत खंडों पर कार्य भार नहीं संभालेंगे। निम्नलिखित कर्मचारियों को अवश्य ही सक्षमता प्रमाण पत्र प्राप्त करना होगा।

(क) निम्नलिखित कर्मचारियों के लिए सक्षमता प्रमाण पत्र लेना अनिवार्य होगा:

1. लोको पायलट / सहायक लोको पायलट
2. शंटर उत्तीर्ण लोको पायलट / सहायक लोको पायलट
3. शंटर
4. ट्रेन नियंत्रक
5. स्टेशन मास्टर और यार्ड मास्टर
6. गाड़ी प्रबंधक
7. शंटिंग मास्टर
8. लीवर मैन, कैबिन मैन और स्विचमैन, कैबिन मास्टर
9. कांटे वाले

सक्षमता प्रमाण पत्र केवल तीन वर्ष की अवधि के लिए वैध होगा या उससे अधिक समय के लिए विशेष अनुदेशों द्वारा निर्धारित किया जा सकता है।

(अ) शंटर या लोको पायलट को घाट खंडों पर मार्ग की जानकारी प्राप्त करने की अनुमति देने से पहले उसे घाट नियमों में योग्यता प्राप्त करनी चाहिए।

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- (व) घाट खण्ड की जानकारी प्राप्त करने के पश्चात किसी लोको पायलट को स्वतंत्र रूप से काम करने की अनुमति, तब तक नहीं दी जाएगी, जब तक लोको निरीक्षक उसके साथ यात्रा करके यह घोषित न कर दे की, लोको पायलट को खंड की जानकारी है।
- (स) सक्षमता प्रमाण पत्र जारी करना :- मंडल अधिकारियों की ओर से मंडल अधिकारियों या सहायक मंडल अधिकारियों को निम्नलिखित फार्म में सक्षमता प्रमाण पत्रों की जाँच करने, जारी करने और उनके नवीनीकरण करने का अधिकार है।

उत्तर रेलवे

मैं निम्न हस्ताक्षरकर्ता एतद द्वारा, यह प्रमाणित करता हूँ की श्री _____ ने उत्तर रेलवे के लिए एकीकृत घाट नियमों में दिए गए, गहरी ढलान वाले खण्डों पर गाड़िया चलाने से संबन्धित सहायक नियमों में परीक्षा पास कर ली है।

(अधिकारी का पदनाम)

टिप्पणी :- वरिष्ठ मण्डल परिचालन प्रबन्धक/ मण्डल परिचालन प्रबन्धक, प्रवर अधीनस्थ कर्मचारियों को स.नि.घा.3 (क) 8 व 9 के कर्मचारियों के मामले में सक्षमता प्रमाण पत्रों की जांच करने, उन्हें जारी करने तथा उनका नवीकरण करने के लिए नामित कर सकता है।

स.नि.घा. 4 - घाट खण्ड व उत्तर रेलवे में घाट खण्ड पर गाड़ी संचालन: उत्तर रेलवे में घाट खण्डों को संचालन की दृष्टि से परिभाषित करने का मानदंड इस प्रकार है:-

(क) वर्ग -I श्रेणी : 40 मे 1 या तीव्र/ अधिक ढलान वाले खण्डों को वर्ग- I श्रेणी घाट खण्ड माना जाएगा।

(ख) वर्ग- II श्रेणी : 80 मे 1 या तीव्र/ अधिक और ढलान वाले खण्डों को वर्ग- II श्रेणी घाट खण्ड माना जाएगा।

टिप्पणी:- उपरोक्त परिभाषित मानदण्ड केवल संचालन उद्देश्यों (गाड़ी संचालन; घाट फिटनेस परीक्षण इत्यादि) के लिए है। रनिंग कर्मचारियों को घाट खण्डों पर गाड़ी संचालन के लिए दिए जाने वाले रेलवे बोर्ड द्वारा लागू नीति के अनुसार जारी रहेंगे।



स.नि.घा. 5 - उत्तर रेलवे में घाट खंडों और उनकी ढलान का विवरण इस प्रकार है :

क्रम सं.	मण्डल	खण्ड	ढलान
1	फिरोजपुर	पठानकोट - नगरोटा	40 में 1
2	फिरोजपुर	नगरोटा - जोगिंदरनगर	25 में 1
3	अम्बाला	चंडीगढ़ - चंडीमंदिर	40 में 1
4	अम्बाला	चंडीमंदिर - कालका	40 में 1
5	अम्बाला	कालका - शिमला	25.25 में 1
6	मुरादाबाद	हरिद्वार - देहरादून	75 में 1
7	मुरादाबाद	रायवाला - ऋषिकेश - योग् नगरी ऋषिकेश	75 में 1

स.नि.घा. 6 - इंजन ब्रेक:- घाट खण्ड पर चलने वाले प्रत्येक इंजन में स्वचल निर्वात/ एयर ब्रेक अवश्य लगाई जाए जो अच्छी तरह चालू हालत में हो और उसमें स्वतः ब्रेक लगनी चाहिए, चाहे वह निर्वात ब्रेक/एयर ब्रेक द्वारा हो सभी इंजनों के हैंड ब्रेक ठीक चालू हालत में अवश्य होने चाहिए ।

स.नि.घा. 7- वाहनो के ब्रेक :- घाट सेक्शन पर संचालित की जाने वाली गाड़िया, सम्पूर्ण वेक्यूम/एयर ब्रेक युक्त होनी चाहिए । तथापि मिश्रित या माल गाड़ियो में निम्नलिखित अनुपात में वेक्यूम पाइपड अथवा एयर पाइपड स्टॉक की अनुमति दी जा सकती है । 79 में 1 गहरी ढलान के मामले में गाड़ी की गति 28 कि. मी. प्र. घ. से अधिक न हो ।

80 में 1 की ढलाने : खाली स्टॉक रेल या अठपहिया स्टॉक के लिए निम्नतम ब्रेक शक्ति सीमा और विशेष कार्य नियम/ रेलवे द्वारा समय - समय पर जारी अनुदेश लागू होंगे ।

टिप्पणी :-

1. पाइपड वाहन को किसी भी हालत में, किसी गाड़ी के ब्रेकयान के बाहर की ओर, नहीं लगाया जाना चाहिए ।
2. यदि उक्त दिए अनुसार आवश्यक ब्रेक पावर उपलब्ध न हो अथवा लोको पायलट पर्याप्त ब्रेक पावर की उपलब्धता के बारे में आश्वस्त न हो तो, नीचे की ओर ढलान पर नियंत्रण रखने के लिए हैंड ब्रेकों को पर्याप्त संख्या में पिन डाउन (लगाना) करना चाहिये ।

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स.नि.घा. 8- गाड़ी चलाने से पहले गाड़ी परीक्षण- गाड़ी प्रस्थान करने से पहले इस संबंध में दिए गए निर्देशों के अनुसार गाड़ी परिक्षक/ लोको पायलट या गाड़ी प्रबंधक गाड़ी के प्रत्येक डिब्बे के वेक्यूम/ एयर ब्रेकों की जांच इस संबंध में दिए गए विशेष अनुदेशों के अनुसार गाड़ी चलाने से पूर्व करेंगे ।

स.नि.घा. 9- दोष युक्त वाहन:- यदि लोको पायलट यह देखता है की उसकी गाड़ी पर निर्वात/ एयर प्रेशर खराब है, और दोषयुक्त निर्वात/ एयर ब्रेक वाले वाहन को तुरंत मरम्मत न की जा सकती हो तो, उसे गाड़ी से अलग कर देना चाहिए । निर्वात/ डी. वी. सिलेण्डर को किसी हालत में खाली नहीं किया जाना चाहिए । उसे खराब ब्रेक वाले किसी वाहन को गाड़ी के साथ जोड़ने से इंकार कर देना चाहिए, किन्तु यदि कहा जाए तो, वह स्टेशन मास्टर को ऐसा करने का कारण लिखित रूप में देगा ।

स.नि.घा. 10- गाड़ी प्रबंधक द्वारा निर्वात/ एयर प्रेशर गेज देखना :- गाड़ी प्रबंधक इंचार्ज गाड़ी को चलाने के लिए सिगनल देने से पहले अपनी तमल्ली अवश्य कर ले कि, उसके ब्रेक यान के गेज में आवश्यक निर्वात/ एयर प्रेशर उपलब्ध है । यदि आवश्यक निर्वात दिखाई नहीं देता है तो, उसे लोको पायलट को सूचित करना चाहिए, यदि लोको पायलट आवश्यक निर्वात/ एयर प्रेशर तैयार न कर सके तो, गाड़ी को तब तक नहीं चलाया जाएगा, जब तक खराब वाहन को अलग करके या अन्यथा खराबी दूर नहीं कर दी जाती है । गाड़ी प्रबंधक इंचार्ज द्वारा गाड़ी चलाने के लिए दिया गया सिगनल लोको पायलट के लिए यह संकेत होगा की पिछले ब्रेक यान के गेज में आवश्यक निर्वात/ एयर प्रेशर उपलब्ध है ।

स.नि.घा. 11- कपलिंग से बर्फ को हटाना : हौज पाइप के कपलिंग या प्लगो को जोड़ने से पहले उन पर पड़ी बर्फ को साफ कर देना चाहिए । जब कभी किसी होज पाइप को कपलिंग से अलग किया जाना है, तो वाशरो को बर्फ से साफ रखने के उद्देश्य से उसे तुरंत डमी प्लग पर लगा देना चाहिए ।

बैकिंग इंजन का संचालन

स.नि.घा.-12: 100 में 1 से अधिक गहरे ढलानों पर बैकिंग इंजनों का संचालन:- जब किसी बैकिंग इंजन के वास्तव में अगले स्टेशन तक न जाकर गाड़ी को चढ़ाई के अंत तक पहुंचाने के बाद प्रस्थान स्टेशन पर वापिस लौटाना हो तो :-

(क) गाड़ी के लोको पायलट को सावधानी आदेश जारी किया जाएगा, जिसमें उसे सूचित किया जाएगा कि, बैकिंग इंजन गाड़ी की सहायता करेगा ।

- (ख) बैकिंग इंजन गाड़ी के पीछे की ओर लगाया जाएगा, किन्तु उसके साथ जोड़ा नहीं जाएगा ।
- (ग) गाड़ी को ब्लाक खण्ड में जाने के लिए सहायता करने को जाने के लिए प्राधिकार के रूप में बैकिंग इंजन के लोको पायलट को एक विशेष रूप से अंकित 'डंडा' व्यक्तिगत रूप से स्टेशन मास्टर द्वारा लोको पायलट को सौंपा जाएगा । गाड़ी लोको पायलट को 'प्रस्थान आदेश' देने से पहले यह तमल्ली की जाएगी की गाड़ी के पीछे बैकिंग इंजन अपनी स्थिति में तैयार है ।
- (घ) गाड़ी प्रबंधक गाड़ी चलाने के लिए सिग्नल तब तक नहीं देगा, जब तक की वह अपनी ब्रेक यान में वापस नहीं आ जाता है ।
- (ङ.) गाड़ी चलाने का सिग्नल प्राप्त होने पर गाड़ी के लोको पायलट द्वारा सामान्य रूप से सीटी बजाई जाएगी और वह तब तक प्रस्थान नहीं करेगा जब तक की बैकिंग इंजन द्वारा जवाबी सीटी नहीं बजाई जाती । जो कि गाड़ी को धक्का देना प्रारंभ करेगा ।
- (च) गाड़ी के चढ़ाई के अंत तक पहुंचने के बाद, बैकिंग इंजन प्रारम्भिक स्टेशन को वापस लौट आएगा और निकट सिग्नल के विपरीत, इसी उद्देश्य से लगाए गए 'बिलकुल रुको' बोर्ड पर रुकेगा जहाँ से उसे पायलट करके यार्ड में लिया जाएगा । लोको पायलट व्यक्तिगत रूप से 'डंडा' तुरंत स्टेशन मास्टर को सौंप देगा और उसी समय गाड़ी रजिस्टर में अपनी वापसी के समय के इंद्रराज पर हस्ताक्षर करेगा ।
- (छ) स्टेशन मास्टर "डंडे" को तब तक ताले में बंद रखेगा, जब तक कि उसके प्रयोग की पुनः आवश्यकता नहीं पड़ती है, और ड्यूटी से मुक्त होते समय उसे सही तरह अपने एवजी को सौंप देगा ।
- (ज) प्रत्येक दिशा में बैकिंग इंजनों के साथ प्रयोग के लिए, एक स्टेशन पर एक से अधिक डंडे नहीं रखे जाएंगे ।
- (झ) इकहरी लाइन पर जब तक 'डंडा' स्टेशन मास्टर के पास नहीं हो, तब तक वह आगमन अनुमति या प्रस्थान आदेश जारी नहीं करेगा (सिवाय उस गाड़ी के लिए जिसके साथ बैकिंग इंजन लगाया जा रहा हो) ।



संरक्षा साइडिंगे

स.नि.घा: 13- परिभाषा :- संरक्षा साइडिंगे दो प्रकार की होती है जिन्हें कैच और स्लिप साइडिंगे कहा जाता है ।

स्टेशनो से भाग निकले वाहनो या गाड़ियो से बचाव करने के लिए कैच साइडिंग स्टेशन से पहले उस ओर स्थित होती है जिस ओर से वाहन या गाड़िया ऊपर से नीचे उतरती है ।

स्लिप साइडिंगे ढाल पर स्थित स्टेशनो के उतरायी वाले सिरे पर बनी होती है ताकि स्टेशन यार्ड से भाग निकालने वाले वाहनो को रोक सके ।

80 में 1 की तीव्र ढलान वाले उतराई की ओर स्थित तत्काल समीप वाले स्टेशन पर तथा 100 में 1 उतराई वाले ढलान पर स्टेशन से दूर, पहले मामले में कैच साइडिंग तथा दूसरे मामले में स्लिप साइडिंग, यदि आवश्यक हो, उचित स्थिति में उपलब्ध कराई जानी चाहिये । कैच साइडिंग या स्लिप साइडिंग के कांटे सामान्यतः साइडिंग के लिए सेट व लॉक रखे जाने चाहिये सिवाय तब के जब उन्हें चीर कर जाने की आवश्यकता हो ।

स.नि.घा. 14- कैच साइडिंग:-

- (क) कैच साइडिंगो के कांटे सदैव "कैच साइडिंग" के लिए सेट और तालाबद्ध होने चाहिए सिवाय उस समय के जब गाड़ी को लेना या भेजना हो ।
- (ख) किसी आने वाली गाड़ी को लेने के लिए कैच साइडिंग के कांटो को मुख्य लाइन के लिए तब तक सेट नहीं किया जाए, जब तक कि, गाड़ी को पहले प्रथम रोक सिगनल पर बिलकुल रोक नहीं दिया जाता है और लोको पायलट सीटी नहीं देता है, सिवाय उस स्थित मे जब निम्नलिखित शर्ते पूरी होती हो :-
 - (i) जिस लाइन पर गाड़ी ली जानी है, वह खाली हो तथा गाड़ी को मेन लाइन पर लिया जाना है।
 - (ii) पिछले ब्लॉक स्टेशन को लाइन क्लियर देने के तत्काल बाद कैच साइडिंग को जाने वाले कांटो के साथ-साथ बिना रुके सीधी जाने वाली गाड़ी के लिए आवश्यक कांटो को मेन लाइन के लिए सेट कर दिए जाते है ।
 - (iii) अगले ब्लॉक खंड के लिए लाइन क्लियर प्राप्त कर लिया गया है ।

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- (iv) अगले ब्लाक की ढलाने इस प्रकार की है जिस पर गाड़ी को आसानी से नियंत्रण में लाया जा सकता है ।
- (v) लोअर क्वार्टरेंट सिग्नलिंग क्षेत्र में चेतावनी सिग्नल को "आफ" नहीं किया गया है तथा अपर क्वार्टरेंट बहुत संकेती सिग्नलिंग क्षेत्र में दूर सिग्नल को "सावधानता" स्थित में रखा जाता है ।
- (ग) स्टेशन से जाने वाली गाड़ी की स्थित के कैच साईडिंग के कांटे में लाइन के लिए तब तक सैट न किए जाए जब तक कि, अगले स्टेशन से आगमन अनुमति प्राप्त ना हो जाए ।
- (घ) (i) जैसे ही गाड़ी का अंतिम वाहन कांटो को पार करले और कांटे वाले को ड्यूटी के स्टेशन मास्टर से चाबी वापस मिल जाए, तो कांटो को पुनः साईडिंग के लिए सैट और ताला बंद कर दिया जाए ।
- (ii) सभी कैच साईडिंग पर हाथ सिग्नल दिखाए जाएंगे । कांटो पर काटा संकेतक लगाए जाएंगे जो जब कांटे कैच साईडिंग के लिए सैट होंगे तो लाल और में लाइन के लिए सैट होंगे तो सफ़ेद रोशनी दिखाएंगे (सिवाय स्पिंग कांटो की स्थित के) ।

स.नि.घा. 15- स्लिप साईडिंग के कांटो को ताला लगाना और खोला जाना ; -

सामान्यतः स्लिप साईडिंग के कांटे, साईडिंग के लिए तालाबंद होने चाहिए और चढ़ाई चढ़कर आने वाली गाड़ी को लेने के लिए सिग्नल को "ऑफ" करने से पहले या जाने वाली गाड़ी के मामले में अगले स्टेशन से आगमन अनुमति प्राप्त होने के बाद तुरंत इसका ताला खोल दिया जाए और उन्हें में लाइन के लिए सैट किया जाए । यदि स्टेशन से सीधी बिना रुके सीधे जाने वाली गाड़ी हो, और प्रस्थान आदेश प्राप्त न हुआ हो तो, उसे लेने के लिए निकट और बाहरी सिग्नलों को "ऑफ" करने के पहले उतराई पर आने वाली गाड़ी को पहले रोक सिग्नल पर बिलकुल ही रोक लिया जाएगा, उतराई पर आने वाली गाड़ी के मामले में, स्लिप साईडिंग कांटो के ताले केवल उसी स्थिति में खोले जाए और में लाइन के लिए सैट किए जाएंगे । जब अगले स्टेशन से आगमन अनुमति मिल चुकी हो । जैसे ही गाड़ी का अंतिम वाहन कांटो को पार कर ले तो कांटो को तुरंत स्लिप साईडिंग के लिए फिर से सैट कर देना चाहिए ।

नोट:- (1) कालका- चंडीगढ़ सेक्शन पर, जब किसी गाड़ी को स्लिप साईडिंग वाले स्टेशन से रवाना किया जाना हो तो, स्लिप साईडिंग के कांटो को तब तक नहीं खोलना चाहिए, जब तक की गाड़ी तैयार न हो जाए और लोको पायलट उनको अनलाकड करने के लिए सिटी न बजा दे ।

(2) कुछ स्लिप साईडिंगों पर स्पिंग कांटो की व्यवस्था की गई है । सामान्यतः इनके ताले खुले रहते हैं और ये साईडिंग के लिए सैट रहते हैं । चढ़ाई पर आने वाली गाड़ी स्टेशन में प्रवेश करते समय

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इनको चीर कर निकलती है। केवल उतराई पर जाने वाली गाई को भेजने के लिए ही इन कांटो को ताला लगाने की आवश्यकता है जब अगले ब्लाक स्टेशन से आगमन अनुमति ली जा चुकी है।

स.नि.घा. 16- स्लिप साइडिंगो पर काँटा संकेतक:- सभी स्लिप साइडिंग कांटो पर काँटा संकेतक लगाए जाएंगे जो, जब कांटे सामान्यतः स्लिप साइडिंग के लिए सैट होंगे तो लाल और जब मेन लाइन के लिए सैट होंगे तो सफ़ेद रोशनी दिखाएंगे। (सिवाय स्प्रिंग कांटो की स्थिति में)

कैच और स्लिप साइडिंगो के कांटो को ताला लगाने और ताला खोलने का कार्य केवल उसी कांटे वाले द्वारा किया जाएगा जिसको स्टेशन मास्टर के आदेश के अधीन विशेषरूप से इन कांटो का कार्यभार सौंपा गया हो।

स.नि.घा. 17- ट्रालियों पर ब्रेक - 50 मे 1 से अधिक गहरे घाटो पर प्रयोग की जाने वाली सभी साइडिंग ट्रालियों में दो कारगर स्वतंत्र ब्रेक आवश्यक होने चाहिए, जिनको चारो पहियो पर एक साथ ब्रेक लगा सके। अन्य घाट खंडो पर ट्राली में केवल एक ही ब्रेक की आवश्यकता है, जो चारो पहियो पर कारगर ढंग से रोक लगा सके। प्रत्येक यात्रा से पूर्व ब्रेकों की जांच अवश्य की जाए।

स.नि.घा. 18- घाट सेक्शन पर कार्य करने वाली सभी मैटेरियल लारियो पर चारो पहियो पर परिचालित एक कुशल पेच (स्कू) ब्रेक होना चाहिए और इसके अतिरिक्त एक लंबा रस्सा जो ढलाई पर उतरते समय मानवित होना चाहिए। प्रत्येक यात्रा से पहले ब्रेक की जांच अवश्य की जानी चाहिए।

टिप्पणी:- डिप लारियो को घाट खण्डो पर चलाने की अनुमति नहीं है।

ट्राली या लारी का इंचार्ज व्यक्ति ट्राली या लारी में किसी खराबी के कारण होने वाली दुर्घटना के लिए जिम्मेदार है, जिसको वह आसानी से पता लगा सकता था।

स.नि.घा. 19- लारियो की रफ्तार :- उतराई वाली ढलानों पर लारी की रफ्तार 8 कि. मी. प्रति घंटा से अधिक नहीं होनी चाहिए।

स.नि.घा. 20- लारी केवल ब्लाक किए गए खंड में या लाइन क्लियर पर ही चलाई जाएगी- लारी को किसी ब्लाक खंड में प्रवेश करने की अनुमति देने से पहले इंचार्ज इंजीनियरिंग अधिकारी द्वारा लाइन को ब्लाक कर दिया जाना चाहिए या लाइन क्लियर प्राप्त कर लिया जाना चाहिए। लारी पर, एक ब्रेकमैन और एक हैल्पर, इन दो व्यक्तियों से अधिक को यात्रा नहीं करनी चाहिए। अन्य व्यक्ति लारी के साथ पैदल चलेंगे।

स.नि.घा. 21- मोटर और पुश ट्रालियों का संचालन- कालका- शिमला और जोगिंदर नगर- वैजनाथ पापरौला खण्डो को छोड़कर, घाट खण्डो पर मोटर ट्रालियाँ सहायक नियम 15.25/ 4

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मे दिए गए अनुदेशों के अनुसार या तो लाइन क्लीयर या ट्राली परमिट पर चलाई जाएगी फिर भी, पुश ट्रालियाँ सहायक नियम 15.26/ 5 में उल्लिखित सावधानियों के अंतर्गत चलाई जाएगी जिनका कड़ाई से पालन किया जाना चाहिए। कालका- शिमला और जोगिंदर नगर- वैजनाथ पापरौला खण्डों पर मोटर ट्रालियाँ और पुश ट्रालियों को लाइन क्लियर पर तब तक चलाया जाना चाहिए, जब तक कि वे उतराई वाले ढालो पर किसी गाड़ी के पीछे न चल रही हो। उस स्थिति में उन्हें (सहा- नियम 15.25/ 4 में यथानिर्दिष्ट) ट्राली परमिट पर चलाया जा सकता है। कालका- शिमला और कांगड़ा घाटी खंड पर किसी ट्राली की रफ्तार 25 कि.मी. प्रति घंटा से अधिक नहीं होने चाहिए।

स.नि.घा. 22- गिल्लियां, स्काच, लकड़ी के गुटके और जंजीरे :- हर गाड़ी प्रबंधक अपने साथ पर्याप्त संख्या में गिल्लियां, स्काच, लकड़ी के गुटके और जंजीरे ले कर चलेगा ताकि इन नियमों का पालन कर सके।

स.नि.घा. 23- शंटिंग के दौरान साधारण नियम 5.20 के साथ-साथ अन्य समस्त (जो लागू हो) दिए गए नियमों का पालन किया जाएगा।

मनोज अखौरी

(मनोज कृष्ण अखौरी)
प्रमुख मुख्य परिचालन प्रबंधक

403-टी/190/5/Optg/AS/21

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