



NORTHERN RAILWAY

Sr. DEE (OP)

Divisional office Firozpur

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

Date: 23.04.2026

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. 01

Sub: Implementation of 15-Day Safety Drive for Counselling of Machine Operators and Tower Wagon Drivers

Ref: HQ Letter No. 81-T/13/Misc./Safety/2025 dated 22.04.2026

In continuation of the above-referred letter issued by Headquarters, a 15-day special safety drive for counselling of Machine Operators and Tower Wagon Drivers is to be conducted w.e.f. 23.04.2026 across the division.

All concerned officers and supervisors are hereby instructed to ensure strict compliance with the guidelines issued, with special emphasis on the aspects mentioned in the reference letter (enclosed).

All CLIs shall ensure 100% coverage of Machine Operators and Tower Wagon Drivers under their jurisdiction. Counselling should be carried out effectively, and grading shall be done on the lines of Loco Pilots to enhance safety standards.

The drive shall be closely monitored, and immediate corrective action must be taken on any irregularities/deficiencies observed during the course of the drive.

A detailed point-wise report on the outcome of the drive, including deficiencies noticed and action plan with clear timelines, must be submitted to this office by 08.05.2026 without fail.

This may be treated as MOST URGENT

DA: As above

7006
23/04/26

Sr. Divi. Elect. Engineer (OP)

N. Rly, Firozpur

NORTHERN RAILWAY

Headquarters office,
Baroda House,
New Delhi- 110001.
Dated: 23.04.2026

No.147-Elect/TRS/6/2
NRHQ Safety Drive No.01

Sr. Divnl. Elect. Engineer/Tr./OP/RSO,
Northern Railway,
D.R.M. Office,
JAT, FZR, UMB, DLI, MB & LKO.

Sub: - 15-Day drive for the counseling of Machine Operators and Tower Wagon Drivers regarding safe movement practices.

Ref: (i) **RB Letter No. 2024/Elect(TRS)/113/10 (speed res.) dated 09.12.2025.**
(ii) **JPO no. 219-W/61/TMC/Route Learning dated 22.09.2020**

In reference to the above, a Safety Drive for a period of 15 days is to be launched with immediate effect from 23.04.2026 to 07.05.2026 covering all the operators and tower wagon drivers about the following aspects:

1. Engineering departments must launch counseling for Machine Operators to strictly follow signal aspects and keep their focus exclusively on signals till it is passed.
2. UTV and Machine Operators must have a valid LR under a nominated CLI with a certificate.
3. It must be ensured that no operator is overdue for medical examinations or training, and each must possess a valid competency certificate.
4. Manual sign-on and sign-off procedures are to be followed meticulously, and breathalyser testing of all operators must be ensured at the time of signing on and off using calibrated equipment.
5. Movement of machines and tower wagons shall only be done on the acceptance of proper authority as per G&SR and never on verbal communications.
6. Operators must call out the signal aspect along with the signal number and provide a hand gesture during movement.
7. Drivers and machine operators are strictly prohibited from using mobile phones while on the run.
8. Provision of FSD must be ensured in all track machines and TWs.
9. BFT and BPT must be conducted strictly as per prescribed norms.
10. Operators should keep one hand on the emergency brake valve when approaching restrictive signal aspects and continuously repeat "Danger" when sighting a red signal until the unit has stopped.
11. Implementation of the provisions of the JPO dated 22.09.2020 governing machine working must be strictly followed.
12. Counselling should also include emphasis on maintaining prescribed speeds while
 - a. Working in a group of TW/Engineering machines (Ref: ACT ACS-09 circulated vide letter dated-25/06/25).
 - b. Passing signals at double yellow and yellow aspects (ref-i above).
 - c. Entering loop lines.
 - d. Approaching signals at danger (Red aspect).
 - e. Procedure to be followed while passing an Automatic Signal at 'Red' and observance of all prescribed precautions in automatic signalling territories when signalling fails and proper authority is received.

All CLIs must cover all Machine Operators and Tower Wagon Drivers under them. The CLIs must grade them similar to Loco Pilots for improving safety. Accordingly Machine Operators and Tower Wagon Drivers are to be counseled regarding safe movement practices so that they can be utilized effectively when required. Necessary footplates/inspections/checks are to be carried out to ensure compliance.

The outcome of the drive, highlighting systematic deficiencies and the proposed action plan with defined timelines, may be submitted to this office by 08.05.2026 in the format attached as annexure.

DA: As above


(Kamal Kant Bastogi)
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

NORTHERN RAILWAY

**Headquarters Office
Baroda House
New Delhi**

No.81-T/13/Misc./Safety/2025

Dated: 22.04.2026

**Divisional Railway Manager,
Northern Railway,
DLI, FZR, JAT, LKO, MB & UMB.**

Sub:- 15-Day drive for the counseling of Machine Operators and Tower Wagon Drivers regarding safe movement practices.

**Ref: (i) RB Letter No. 2024/Elect(TRS)/113/10 (speed res.) dated 09.12.2025.
(ii) JPO no. 219-W/61/TMC/Route Learning dated 22.09.2020**

After recent safety reviews regarding UTV and Tower Wagon operations, a 15-day special drive is hereby launched wef 23.04.2026 covering all the operators and tower wagon drivers about the following aspects:

1. Engineering departments must launch counseling for Machine Operators to strictly follow signal aspects and keep their focus exclusively on signals till it is passed.
2. UTV and Machine Operators must have a valid LR under a nominated CLI with a certificate.
3. It must be ensured that no operator is overdue for medical examinations or training, and each must possess a valid competency certificate.
4. Manual sign-on and sign-off procedures are to be followed meticulously, and breathalyser testing of all operators must be ensured at the time of signing on and off using calibrated equipment.
5. Movement of machines and tower wagons shall only be done on the acceptance of proper authority as per G&SR and never on verbal communications.
6. Operators must call out the signal aspect along with the signal number and provide a hand gesture during movement.
7. Drivers and machine operators are strictly prohibited from using mobile phones while on the run.
8. Provision of FSD must be ensured in all track machines and TWs.
9. BFT and BPT must be conducted strictly as per prescribed norms.
10. Operators should keep one hand on the emergency brake valve when approaching restrictive signal aspects and continuously repeat "Danger" when sighting a red signal until the unit has stopped.
11. Implementation of the provisions of the JPO dated 22.09.2020 governing machine working must be strictly followed.

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12. Counselling should also include emphasis on maintaining prescribed speeds while
- a. Working in a group of TW/Engineering machines (Ref: ACT ACS-09 circulated vide letter dated-25/06/25).
 - b. Passing signals at double yellow and yellow aspects (ref-i above).
 - c. Entering loop lines.
 - d. Approaching signals at danger (red aspect).
 - e. Procedure to be followed **while** passing an Automatic Signal at 'Red' and observance of all prescribed precautions in automatic signalling territories when signalling fails and proper authority is received.

The drive must be conducted by AEN/XEN/Track Machine, SSE/Pway Incharges for all the machine operators. CLIs must cover all operators and tower wagon drivers under them. The CLIs must grade them similar to Loco Pilots for improving safety.

Effective follow-up action should be taken on all irregularities noticed. A point-wise report on the outcome of the drive, highlighting systematic deficiencies and the proposed action plan with defined timelines, may be submitted to this office by 08.05.2026 in hard as well as soft copy and may also be emailed at dycsonrelec@gmail.com



(Pankaj Kumar Singh)

Pr. Chief Safety Officer/NR

Copy to:

1. Secy. to GM for kind Information to GM/NR.
2. PCE, PCEE for information and necessary action.
3. All Sr. DSOs/NR for necessary action.

NORTHERN RAILWAY

HEADQUARTERS OFFICE
BARODA HOUSE, NEW DELHI

No. 219-W/61/TMC/Route Learning Inst./

Dated 16/10/2020

**Divisional Railway Manager
DLI, FZR, LKO, MB & UMB**

Sub: Route learning of SSE/JE/TMC and assistance of LP for movement of track machines

Ref: CE TMC letter no. 219-W/61/TMC/Route Learning Inst., Dated 27.06.2012

Joint Procedure Order (JPO) for route learning of Track Machine Operators was issued vide letter under reference above. General Manager Northern Railway has constituted a committee to review the JPO. Revised JPO as proposed by the committee has been approved by General Manager and earlier JPO of 2012 stands superceded by revised JPO.

A copy of Revised JPO along with approval of General Manager is enclosed herewith for implementation.

3m
15/10/20

Alok Misra

o/c **Chief Engineer/Track Machines**

DA: DA as above (4 pages)

Copy to:

1. Pr. CE, Pr. COM, Pr. CSO, Pr. CEE, Pr. CME N. Rly. for information PI.
2. CTE, COM/G, CME (Diesel & DM) & CELE N. Rly for information PI.
3. Sr. DEN/Coordination FZR, UMB, Delhi, MB, LKO for information & necessary action.
4. Dy. CE /TMC/ Line for information & necessary action.

uploaded on TMS also

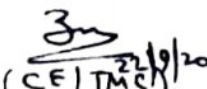
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Joint Procedure Order (JPO) for Route Learning of SSE/JE/Track Machines & assistance by LP for movement of track machines.

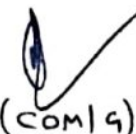
1. Ever increasing traffic demand and heavy track structure requires mechanized renewal and maintenance of track by deploying Track Laying Machines and Track Maintenance Machines. During course of working from one work site to other as well as for IOH, POH and major repairs, track machines require within Division as well as Inter Divisional movements. Track laying and Track Maintenance Machines are used for mechanized laying and maintenance of track. Track machines are controlled and operated by SSE/JE/TMC for working and movement. Various group of track machines and their movement are summarized as under:

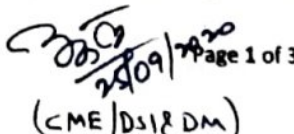
Type of track machines	Details of track machines	Movement	Rules for operation, movement & working
Track Laying Machines	TRT	The composition is hauled by dedicated loco under charge of LP, ALP and Guard for movement and working.	Rules for movement, operation and working of track machines are governed by: 1. GSR para 4.65 and its sub paras. & 2. Indian Railway Track Machine Manual.
	PQRS/SQRS		
Track Maintenance Machines	T-28	For movement from one station to other station, T-28 machine are loaded on well wagons and the consist is hauled by dedicated loco under charge of LP, ALP and Guard who works from brake van.	
	HOT (3X), CSM, WST, Duomatic, VPR, Unimat, MPT, BCM, SBCM, BRM, DGS UTV, RGM etc.	Track maintenance machines are single unit self propelled machines and are used for purpose of track maintenance. There is no need for a Guard or Brake Van in running of these machines. These machines can run as single unit as a train or in convoy according to rules given in GSR. In absence of Guard, SSE/JE/TMC will perform the duties of guard as laid down in GSR.	

2. Only those SSE/JE/TMC who have valid Competency Certificate issued by Dy. CE/TMC/line are authorized to operate the track machines. Duty Card passes pasted with latest photographs are issued to all SSE/JE/TMC by Dy. CE/TMC/Line. Moreover, during route learning as an authority to travel on loco, cab pass shall be issued to SSE/JE/TMC by Sr. DEE (OP)/Sr.DME of the Division on receipt of request from SSE/JE/TMC duly forwarded by the concerned Sr. DEN.
3. All SSEs/JEs/TMC required to work in automatic block signaling section shall be issued a competency certificate once in a year by a Chief Loco Inspector for their knowledge & proficiency of the rules for the Automatic section. Proforma for competency certificate is same as that prescribed for the running staff in G&SR.
4. An introduction book will be issued to all the SSE/JE/TMC by Dy. CETMC line containing important details like safety training at ZTI, technical training at IRTMI, PME, competency certificate, route learning details, competency for automatic section.
5. It will be the responsibility of the SSE/JE/TMC working the machine to acquaint himself with the system of working, location of signals and other local conditions affecting running of trains on a section(s) of the railway over which he is to work. If the SSE/JE/TMC is not acquainted with the section, where the track machine has to work, route learning will be imparted to SSE/JE/TMC, prior to start of working of track machines. Route learning of SSE/JE/TMC shall be coordinated by Dy. CE/TMC/Line and Sr.DEN/C of the concerned division who shall be responsible for arranging this Route learning for SSE/JE/TMC working machines on the division. The procedure for route learning should be the same as prescribed for running staff in G&SR.


(CE/TMC) 22/9/20


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(CME/DSI&DM) Page 1 of 3

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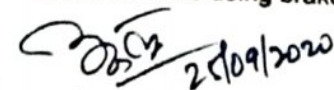
- 6.0 **Route learning**
- 6.1 SSE/JE/TMC should be given necessary number of trips as specified in the GSR for running staff, on Loco of running Mail/Express/Goods/passenger train or light engine for route learning.
- 6.2 Immediately after completion of trips as specified in GSR, the SSE/JE/TMC will submit an declaration as per Proforma specified in GSR and Loco Inspector will assess the SSE/JE/TMC for knowledge of route and signals and after satisfying himself, will issue a certificate regarding successful completion of route learning (Proforma as per GSR) Need of additional trip/trips if required before issue of route learning certificate, will be decided by Sr. DEE (OP)/Sr. DME.
- 6.3 If any machine operator after having initial route learning of the section, has not operated on a section for a period as specified in GSR, he could be given refresher route learning trips as specified in the GSR.
- 7. **Shifting of Machine (Within Divisional/Inter Divisional shifting of machine)**
- 7.1 Movement of track machines is also required for shifting from one work site to other work site as well as for repair and scheduled maintenance in workshops. SSE/JE/TMC operating the machine shall ensure safe running and movement of machine. If not acquainted with any portion of the section over which he has to move, obtain the services of a LP who is conversant with section to assist him.
- 7.2 During movement, accompanying LP will instruct the SSE/JE/TMC regarding route and signals and SSE/JE/TMC will follow the instructions of accompanying LP.
- 7.3 LP and SSE/JE/TMC, shall identify each signal including Engineering Indicator Board at site affecting the movement of the train as soon as it becomes visible. They shall call out the aspects of the signals to each other using hand gesture.
- 7.4 Attachment of another machine or camp coach/wagon is not permitted when machines are moving in a convoy.
- 7.5 During shifting, the track machine / track machines move in line with precautions mentioned in GSR and Track Machine Manual.
- 7.6 During communication failure and foggy weather when visibility is poor, movement of track machines from one block section to other will not be carried out.
- 7.7 When LP is provided on request of JE/SSE/TMC, after entering in the machine, the LP shall report and sign in the machine log book and at the end of journey, LP will again sign in the same machine log book before leaving. Primary responsibility for operating, movement and braking of the track machine will be of SSE/JE/TMC.
- 7.7.1 Emergency brakes are available in driving cabin of every track machines. These emergency brakes can be used by SSE/JE/TMC as well as by accompanying LP to stop the track machine in case of emergency. Location of emergency brake differs from machine to machine. At the time of reporting, and prior to start of track machine, the LP deputed for assistance will acquaint himself with the emergency braking system and confirm its effective operation and record this fact jointly with SSE/JE/TMC in the machine log book.
- 7.7.2 Immediately after entering into block section, SSE/JE/TMC will conduct brake feel test. Suitable precautions including maintaining inter-machine distance should be observed while doing brake feel test in convoy.


(CE/TMC)

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CHANDRA
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(COM/C)


(CME/DSI & DM)

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- 7.7.3 During journey, in case due to any reason, SSE/JE/TMC is not in a position to control and stop the machine, the accompanying LP shall operate the emergency brakes to control and stop the track machine in any emergent situation.
- 8. A set of latest and updated signal location books of all five divisions shall be kept in each Track Machine for the guidance of SSE/JE/TMC while working in the section. They may also carry Fog safe device with updated mapping of signals of all the divisions. Signal books can be obtained from the Sr.DEE (OP)/Sr. DME and availability of these signal location books in Track Machine shall be ensured by their respective in-charges with the assistance of concerned Sr. DEN/C.
- 9. Due to various infrastructure and capacity enhancement works, there is possibility of change in signaling system/signals. Such changes will be notified by the station master as per prevalent system. If felt necessary, SSE/JE/TMC will undergo fresh route learning for that portion.
- 10. Post of 5 Loco Inspectors (one LI in each division) have been created by TMC Organization. Till the LIs are recruited against these posts, respective Divisions may post one LI each (duly conversant with Division) against these vacancies, if possible, for smooth operations and movement of track machines. Once the LIs are recruited, rotation of LIs will be done after every two years with Electrical/Mechanical deptt, so that LIs remain conversant with the Division.
- 11. This JPO supersedes Joint Procedure Order dated 27.06.2012 on this subject. Further review of JPO will be conducted as per need.


 (Alok Misra) 22.09.20
 CE/TMC

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 CHANDRA
 (Mohit Chandra)
 CELE

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 Date: 2020.09.25
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 (Mukul Saran Mathur)
 COM/G


 (Atul Singh) 25/09/2020
 CME/DSL & DM


Pr. CSO

Pr. CE

PCOM

G.M.

Approval of GM/NR is enclosed at Pg 4.


 CE/TMC
 16/10/20

Pg 3 of 4

Machine. Previous JPO of year 2012 was issued with the approval of GM. Revised JPO has been examined by PCE and PCSO.

09/10/2020 11:15 AM

SEEMA KUMAR
(PCSO/HQ/NR)

GM

Approval at Noto #10 is approved

ls

12/10

PCSO
PCE

128979/2020/O/o DGMnSECYGM/HQ/NR

Pg 4 of 4

----- by VIJENDER SINGH, DGM N SECYGM, O/o GM/NR/HQ on 09/10/20 12:46 PM





भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)



International Year
of Cooperatives

No. 2024/Elect(TRS)/113/10(speed res.)

New Delhi, Dated: 09.12.2025

General Managers,
All Zonal Railways

Sub: Maximum speed limit for YY and Y aspect of the signals by Loco Pilots (Train Crew).

- Ref:** (i) Rly. Bd.'s letter No. 98/Safety (A&R)/19/16 dated 11.10.2023.
(ii) Rly Bd.'s letter No. 2022/Elect(TRS)/113/1(Safety Misc) dated 02.02.2023.
(iii) RDSO letter No. SD. Misc. Brake dated 24.11.2025.

1. GR has prescribed for cautious driving by crew all the time through various provisions. Relevant extracts are as under:

GR 3.07 Description of distant signals and their restrictive indication.

Aspect	Indication
Caution	Proceed and be prepared to stop at the next stop signal.
Attention	Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions.

GR 3.08 Description of stop signal and their restrictive indication.

Aspect	Indication
Stop	Stop dead
Caution	Proceed and be prepared to stop at the next stop signal.

GR 3.78: Prescribes duties of engine crew in respect of signals as under:

- (1) (a) The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not.
(1) (b) The Loco Pilot shall not, however, trust entirely to signals, but always be vigilant and cautious.

GR 4.08 (2) The Loco Pilot shall:

- (a) regulate and control the running of the train according to the Working Time Table, so as to avoid either excessive speed or loss of time and (b) not make up between any two stations more time than is allowed in this behalf in the Working Time Table, and shall also observe all speed restrictions.

2. As per the provision of the operating manual, "every loco pilot of a train while starting from the starting station must verify the adequacy of brake power as certified in the train examination document. In addition, he must, conduct a feel test to ensure that the train brake respond to the brake application. In case of failure, he will report to the control and bring his train to a stop as directed by control. The train shall move only after the defect has been rectified."

Asim



3. Further in case of foggy/inclement weather instruction contained in the Railway Board's letter no. 98/Safety(A&R)/19/16 dated 11.10.2023 should be followed. The letter defines the precautions to be taken by the Loco Pilot with regard to the maximum speed to be followed in foggy/inclement weather for different systems of working and exercising his overriding judgment at all times.
4. The crew (LP and ALP) shall be counseled to not exceed the speed limits indicated in the **Table** below while passing the signals depicted therein, duly observing the aspect of the next signal ahead and acting accordingly, while considering the brake power of the formation, gradient and visibility of signals or any other condition which may further put restriction.

The guidelines for maximum speed at double yellow and single yellow aspect of the signal (RDSO letter ref(iii)) are applicable for **level gradient** and adequacy of brake power. In case of steeper gradients, instruction contained in the RDSO report referred in boards letter no.2022/Elect(TRS)/113/1(Safety Misc) dated 02.02.2023 should be followed by the zonal railways. The instructions define the procedure of controlling and dos & don'ts while working on different stretches of down/up gradient.

These guidelines as in the table below, shall not override any speed restrictions imposed on the basis of local conditions.

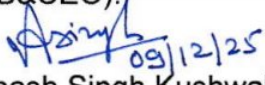
S. No	Type of Stock	Maximum Speed at YY	Maximum Speed at Y
1	Vande Bharat/ Vande Metro	110 kmph	90 kmph
2	Coaching stock including MEMU/ DEMU	100 kmph	60 kmph
3	Freight Stock	55 kmph	40 kmph
4	Light engine/ Tower Wagon (8 wheeler)	90 kmph	60 kmph
5	EMU	90 kmph	60 kmph

Further ALPs shall be counseled to operate Emergency valve in case of violation of the above speed limits by Loco Pilots.

Above instructions shall be applicable for inter-signal distance of 1km or more. In case of inter-signal distances less than 1km, more restrictive speeds can be prescribed by Zonal Railways.

These instructions will be made available in the working cab of Diesel and Electric Locomotive, Vande Bharat, EMU/MEMU/DEMU and Tower wagons. Further safety posters will be displaying these instructions in Crew Lobby and Training Centre. This will also be topic of active counseling by Chief Loco Inspector, Instructors and Safety Counselors.

This issues with the approval of Board (M/T&RS and CRB&CEO).


 (Avinash Singh Kushwah)
 Exe. Dir. Elect. Engg. (RS)II
 Floor No. 1, Room No. 113,
 Railway Board
 E mail : edeers@rb.railnet.gov.in