



NORTHERN RAILWAY

Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.  
Date: - 15.08.2025

No.516-M/O/M-I/ Special Drive/25

DEE/OP/FZR & AEE/RSO/ASR  
All CCC/ FZR, LDH, JUC & ASR  
All CLIs FZR Divn, CTC/FZR

SHED ORDER No. (Eect./RSO)-17/2025

Sub:- Corrigendum-VI to the Working Time Table-97 (w.e.f 1st January-2025).  
Ref:- Sr DOM/FZR letter no-701-T/1/150 Pt-III, dated-14.08.2025.

Please find enclosed herewith a copy of the above-mentioned Corrigendum-VI to the Working Timetable-97 (w.e.f 1st January-2025), dated-14.08.2025, As per letter under reference VKA yard is to be removed from WTT-97, page no. 211 Item no. 10(2) for your information and necessary action. All CLIs are hereby instructed to counsel all the running staff in this regard.

Counsel 100 % staff through under given means.

LP/ALPs Order book.  
Display on Lobby.  
Display on Notice Board.

All CLIs to allotted/non allotted running staff

*7001*  
*15/8/25*  
Sr. Divil. Elect.Engineer (OP)  
N. Rly; Firozpur

Copy to:- CMS/ In- charge/FZR for upload on CMS.



NORTHERN RAILWAY

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All CCC/ FZR, LDH, JUC & ASR  
All CLIs FZR Divn, CTC/FZR

SHED ORDER No. (Eect./RSO)-16/2025

Sub:- Raising of sectional speed (Max. Permissible Speed) from 80 kmph to 110 kmph on JRC-HSX single line electrified sections Firozpur division /Northern Railway.  
Ref:- Sr DOM/FZR letter no-701-T/0/Speed-Pt-IV/FZR, dated-13.08.2025.

Please find enclosed herewith a copy of the above-mentioned raising of sectional speed (Max. Permissible Speed) from 80 kmph to 110 kmph on JRC-HSX single line electrified sections Firozpur division /Northern Railway, dated-13.08.2025 for your information and necessary action. All CLIs are hereby instructed to counsel all the running staff in this regard.

Counsel 100 % staff through under given means.

LP/ALPs Order book.

Display on Lobby.

Display on Notice Board.

All CLIs to allotted/non allotted running staff

Sr. Divil. Elect. Engineer (OP)  
N. Rly; Firozpur

Copy to:- CMS/ In- charge/FZR for upload on CMS.



इसके अतिरिक्त यदि कोई रनिंग स्टाफ duty के लिए काल करने पर किसी दवाई का सेवन करने की घोषणा करता है जिससे उसको नींद या सुस्ती इत्यादि आएगी तो उसे रेलवे डॉक्टर की अनुमति के बिना गाडी कार्य duty पर book ना करें।

सभी लॉबी इंचार्ज रेलवे अस्पताल ऑथिरिटी से डॉक्टर का कांटेक्ट नंबर और उन दवाईयों की लिस्ट collect करें जिनसे सुस्ती/नींद आये अथवा जिनसे सतर्कता बाधित की सम्भावना हो।

मंडल के सभी CLIs अपने अपने नामित LP/LPS/ALPs को काउंसिल करें कि जिन दवाई का सेवन करने से उनको नींद/सुस्ती आती है उनका सेवन duty पर आने से 12 घंटे पहले कर लें ताकि ट्रेन ऑपरेशन में कोई दिक्कत ना आये।

सभी CCCs , Lobby incharges तथा CLIs निर्देशों का अनुपालन गंभीरता से करें।

*7cell*  
*28/7/25*

वरिष्ठ मंडल विधुत अभियंता(ओ.पी.)  
उत्तर रेलवे,फ़िरोज़पुर

Copy to:- CMS/ In- charge/FZR for necessary action.



NORTHERN RAILWAY

No.516-M/O/M-I/ Special Drive/24

Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.

Date: - 21.07.2025

DEE/OP/FZR & AEE/RSO/ASR  
All CCC/ FZR, LDH, JUC & ASR  
All CLIs FZR Divn, CTC/FZR

SHED ORDER No. (Eect./RSO)-14/2025

Sub:- Actionable points noted during the Board Meeting (VC) held on 03.07.2025 and GM'S Weekly safety Meeting held on 08.07.2025.

Ref:- 1. RB letter no-2025/Elect(TRS)/138/1 (Bd.Mtg), dated 10.07.2025  
2. PCSO/NR letter no 81T/13/GM-VC-2024/Pl.VI/Safety, dated 08.07.2025.

During the Board Meeting held on 03.07.2025 and GM'S Weekly safety Meeting held on 08.07.2025. The following directives were given for necessary action to improve safety in train operations are as below-

1. ALPs should be provided with practical hands-on training on RS Valve application for hesitate in applying emergency brake if the loco pilot is not reducing the speed as per aspect of the signal.
2. Duty hours exceeding 12 hours must be analyzed along with cases of working less than 4 hours and PDD greater than 3 hours on a daily basis and corrective steps taken to curtail such instances.
3. Braking Pattern Analysis train wise should be done by every CLI.
4. Proper entries in CMS must be ensured.
5. Walkie- Talkie should be treated as lobby equipment and must be issued to crew at the time of Sign-On and collected at Sign-Off.
6. All CCC/Lobby in charge are instructed to monitor and control the PDD. Ideally PDD should be brought down to less than one hour. Data of PDD maintained in register to be matched with actual PDD. PDD of Goods and Mail/Passenger trains to be recorded/maintained separately. Extra PDD cases are to be analyzed in detail and action to be taken to reduce the PDD.
7. All CCC/Lobby in charges to monitor and control the manual sign ON & OFF and brought down to zero.
8. Bulk ordering of crew should be avoided to reduce PDD hours.
9. Intensive and regular counselling of running staff working in multiple line sections should be ensured focusing on proper identification of right-hand signals.
10. It was directed that one-month advance planning should be followed to avoid overdue training/ PME of staff. The existing arrears of overdue refresher/ PME should be liquidated immediately.
11. It should be ensured that any change in signal location should be mapped immediately in FSD including RHS and curve along with audio.
12. Abnormalities in CMS should be resolved within 3 days.
13. CTC is instructed that the working hours of crew to be controlled and over hours/long hours of working to be avoided.

All concerned should follow the instructions mentioned above. The action taken report in this regard may be submitted to this office for further submission to HQ office.

*700*  
*21/7/25*  
Sr. Divil. Elect.Engineer (OP)  
N. Rly; Firozpur

Copy to:- SPM & CMS/ In- charge/FZR for necessary action.

NORTHERN RAILWAY



Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.

Date: - 21.07.2025

No.516-M/O/M-I/ Special Drive/24

DEE/OP/FZR & AEE/RSO/ASR  
All CCC/ FZR, LDH, JUC & ASR  
All CLIs FZR Divn, CTC/FZR

SHED ORDER No. (Eect./RSO)-13/2025

Sub:- Implementation of SPM Analysis Practices in Automatic Signaling territory to monitor Crew braking Behavior.  
Ref:- HQ letter no.-Traction/40/RS/1/30/Safety/Instructions/3011, dated-16.07.2025.

As discussed during CRB VC to enhance operational safety and improve driving standards over single yellow/stopping signal/automatic signaling territory, it was decided to carry out comparative analysis of crew braking behavior.

Safe braking norms is an important aspect to prevent SPAD. However, variations in crew response often led to either premature or delayed breaking, which can compromise safety. In this context, the comparative SPM data must be provide a valuable analytical tool to:

- Identify deviations from standard braking patterns.
- Detect potentially unsafe driving behavior.
- Facilitate targeted counselling and retraining of crew.
- Promote best practices in driving techniques through data-backed insights.

In view of the above, all CLIs over FZR division are hereby instructed to carry out the above analysis (A SPM Analysis chart is enclosed for reference), and CLI/SPM are also instructed to ensure monitoring and collecting the above data from every CLI on a regular basis.

*7cc*  
*21/7/25*  
Sr. Divil. Elect.Engineer (OP)  
N. Rly; Firozpur

Copy to:- SPM & CMS/ In- charge/FZR for necessary action.



NORTHERN RAILWAY

Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.

No.516-M/O/M-I/ Special Drive/24

Date: - 21.07.2025

DEE/OP/FZR & AEE/RSO/ASR  
All CCC/ FZR, LDH, JUC & ASR  
All CLIs FZR Divn, CTC/FZR

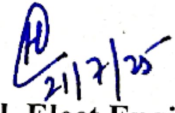
**SHED ORDER No. (Eect./RSO)-12/2025**

Sub:- Preventive Measures for Buffer Entanglement during shunting.

Ref:- HQ letter no.-Traction/40/RS/1/30/Safety/Instructions/3011, dated-15.07.2025.

HQ vide above referred letter has issued instructions regarding a derailment of empty coaching rake during the shunting at New Delhi/NR occurred on 10.05.2025

In this regard, all officers and CLIs over the FZR division are hereby instructed to counsel their allotted/non allotted running staff to be more cautious to follow the shunting procedure to eliminate recurrence of buffer entanglement cases during shunting as mentioned above in this letter. The compliance report submitted to the Division Office for further appraisal and submission to HQ.

  
+ Sr. Divil. Elect. Engineer (OP)  
N. Rly; Firozpur

Copy to:- CMS/ In- charge/FZR for necessary action.

NORTHERN RAILWAY

Head Quarter Office,  
Baroda House,  
New Delhi

No. Traction/40/RS/1/30/Safety/Instructions/3011

Date:15.07.25

Sr. DEE/RSO  
DLI, FZR, UMB, MB & LKO

Sr. DEE/TR  
JAT

**Sub:Implementation of Technical Audit Findings and Preventive Measures  
for Buffer Entanglement during Shunting.**

**Ref: Rly BD letter no.2025/M(L)/731/16/dt.25.06.2025**

Please find enclosed here with a copy of above referred letter regarding a derailment of empty coaching rake during shunting at New Delhi/NR occurred on 10.05.2025. In this regards divisions are advised to counsel to all LPs and LPSs to more cautious to follow shunting procedure to eliminate recurrence of buffer entanglement cases during shunting.

*K. Sastri*  
Dy. CEE/OP/S

**Copy to CEE/Operation**



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



No. 2025/M(L)/731/16

नई दिल्ली, दिनांक - 25.06.2025

प्रधान मुख्य विद्युत अभियंता,  
Principal Chief Electrical Engineers,

उत्तर रेलवे, नई दिल्ली,  
Northern Railway, New Delhi.

**Sub: Implementation of Technical Audit Findings and Preventive Measures for Buffer Entanglement during Shunting.**

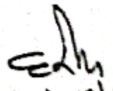
**Ref: (i) RDSO Letter No. SD.DFM.A.10.1 (Gen) dated 06.06.2025.  
(ii) NR Letter No. 516-M/301/Safety/ML-III/501 dated 20.06.2025.**

In reference to (i), RDSO has conducted a Technical Audit regarding Maintenance practices for HHP Diesel Locos buffers maintenance at Alambagh Diesel Shed/LKO/NR. The audit has revealed discrepancies and shortcomings in the maintenance.

In reference to (ii), NR has conducted trail runs simulating conditions similar to the derailment of empty coaching rake during shunting at New Delhi/NR on 10.05.2025. These trials confirmed buffer entanglement during pushing operations.

Northern Railway is advised to implement the technical audit findings of the RDSO and immediate corrective action is to be initiated in the shunting procedure to eliminate recurrence of buffer entanglement. Compliance may be submitted at [tractiondte@gmail.com](mailto:tractiondte@gmail.com) by 10.07.2025.

DA: As above. { Ref (i) & Ref (ii) }

  
25/06/2025  
(हरीश चन्द्र भट्ट)  
निदेशक यांत्रिक अभियांत्रिकी (कर्षण),  
पंचम तल, कमरा सं : 511A,  
रेलवे बोर्ड।

Rail Bhawan, Raisina Road, New Delhi -110001

NORTHERN RAILWAY

Head Quarter Office,  
Baroda House,  
New Delhi

No. Traction/40/RS/1/30/Safety/Instructions/3011

Date:15.07.25

Sr. DEE/RSO  
DLI, FZR, UMB, MB & LKO

Sr.DEE/TR  
JAT

Sub:Implementation of Technical Audit Findings and Preventive Measures  
for Buffer Entanglement during Shunting.

Ref: Rly BD letter no.2025/M(L)/731/16/dt.25.06.2025

Please find enclosed here with a copy of above referred letter regarding a derailment of empty coaching rake during shunting at New Delhi/NR occurred on 10.05.2025. In this regards divisions are advised to counsel to all LPs and LPSs to more cautious to follow shunting procedure to eliminate recurrence of buffer entanglement cases during shunting.

*K. Sastri*  
Dy.CEE/OP/S

Copy to CEE/Operation

#### A. Introduction:

Loco side buffer is a safety & critical item. It is used to absorb shocks during buffing mode by compression of spring pad inside the buffer assembly when attached to ICF coaches fitted with screw coupling. A total of four numbers of buffers are used per locomotive.

Railway board letter ref (i), advised RDSO to carry out audit of maintenance practice of loco side buffer at DLS/AMV/LKO/NR in light of an incident of derailment of empty coaching rake during shunting at New Delhi over Delhi Division/NR on 10.05.2025. Accordingly RDSO team carried out audit of shed for maintenance practice for buffer.

#### B. Scope of Audit:

Maintenance practices for Side buffer followed by Shed were checked with reference documents like- Maintenance schedule No MP.Misc-362(Revision-01) for Goods (HHP) Locos & MP, MISC - 285 (Revision-01) for Passenger (HHP) Locos. IBs, Mod. Sheet and Maintenance instructions issued by RDSO.

#### C. Loco Holding as on 03.05.2025:

Type of loco	HHP	Alco	Shunting	Electric
Holding	86	114	5	97

#### D. Practice of shed:

Practices of shed were checked vis-à-vis schedule of HHP locos and observations of the same is mentioned below:

- 1) Observations of HHP Passenger loco as per MP, MISC. - 285 (Revision - 01) March - 2023 with Amendment of Nov. 2023:

Item no	Schedule Periodicity	Work to be done	Observations at Shed
19.	Trip/Monthly	i. Any crack or bolt found slack.	Checking of crack & bolt slackness is not recorded in schedule form for few locos. It is suspected that the same is not being checked.
		ii. Any buffer rotating.	Checking of buffer rotation is not recorded by maintenance staff in schedule form.
		iii. Clean all buffers properly & lubricate.	B/S (both side) Buffers cleaning and lubricating is being recorded in the schedule form.
		iv. Free movement/functioning of the buffer during compression and release shall be ensured and	Same is being checked by Shed.

		repaired if necessary following the guidelines contained in MP.MI-116/82 Latest Rev.	
50	90 days/180 days	a. Check for crack (by means of DPT during 180 days & above schedule) or bolt slack. (amendment of Nov. 2023)	DPT is not mentioned in the schedule form but DPT is being carried out and results are recorded in a separate register. <b>Slackness of bolts is not recorded.</b>
		b. Check for buffer rotating.	<b>Buffer rotation check is not recorded in the schedule form.</b>
		c. Clean all buffers properly and lubricate.	Cleaning and lubrication of buffer is being recorded in the schedule form.
		d. Measure and record buffer length & height.	<b>"Measure and record buffer length &amp; height" is not mentioned in the schedule form itself. The form needs to be updated.</b>
		e. Free movement/functioning of the buffer during compression and release shall be ensured and repaired if necessary, following the guidelines contained in MP.MI116/82 latest Rev.	The same is being checked by Shed.
108	Three yearly	Measure and record buffer length & height.	Buffer length and height is being measured and recorded by the shed. Bolt slackness, buffer rotation and buffer cleaning & lubrication also being done as mentioned in schedule form. DPT is not mentioned in the schedule form but being done. <b>The schedule form for Y3 needs to be updated.</b>
123	Six yearly	a) To be renewed.	As per shed practice, same buffer is being used after RDPT and checking of Bolt slackness, Buffer rotation and buffer cleaning & lubrication is being done as mentioned in the shed schedule form. If buffer is found defective, same is replaced.
		b) Buffer length and heights to be checked and recorded.	Checked & recorded in separate register. <b>Same may also be included in the schedule form for 6 yly. itself.</b>

2) Observations of HHP Goods loco as per MP.Misc-362 (Revision-01), March 2023 with Amendment of Nov. 2023:

Item no	Schedule Periodicity	Work to be done	Observations at Shed
20	Trip/Monthly	i. Any crack or bolt found slack.	Checking of crack & bolt slackness in not recorded in schedule form for few locos. It is suspected that the same is not being checked.
		ii. Any buffer rotating.	Checking of buffer rotation is not recorded by maintenance staff in schedule form.
		iii. Clean all buffers properly & lubricate.	B/S (both side) Buffers cleaning and lubricating is being recorded in the schedule form.
		iv. Free movement/functioning of the buffer during compression and release shall be ensured and repaired if necessary, following the guidelines contained in MP.MI-116/82 latest.	The same is being checked by Shed.
47	90/180 Days	i. Check for crack (by means of DPT during 180 days & above schedule) or bolt slack. (amendment of Nov. 2023)	DPT is not mentioned in the schedule form but DPT is being carried out and results are recorded in a separate register. Slackness of bolts is not recorded.
		ii. Check for buffer rotating.	Buffer rotation check is not recorded in the schedule form.
		iii. Clean all buffers properly and lubricate.	Cleaning and lubrication of buffer is being recorded in the schedule form.
		iv. Free movement/functioning of the buffer during compression and release shall be ensured and repaired if necessary, following the guidelines contained in MP.MI-116/82 latest Rev.	The same is being checked by Shed.
107	Y3 (Schedule periodicity: 3 years or 11500 MWhrs or 5.2 lacs KMs whichever is earlier)	Measure and record buffer length & height.	In some cases Buffer length is not recorded. Buffer rotation check and buffer cleaning & lubrication are being done and recorded as mentioned in shed checklist. DPT is not mentioned in the schedule form but being done. The schedule form for Y3 needs to be updated.

125	Y6 (Schedule periodicity: 6 years or 23000 MWhrs or 10.5 lacs KMs whichever is earlier)	Attend all items of Y3 schedule	As per shed practice, same buffer is being used after RDPT and checking of Bolt slackness, Buffer rotation and buffer cleaning & lubrication is being done as mentioned in the shed schedule form. If buffer is found defective, same is replaced.
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**E. Crack detection by RDPT for the period 2020 to 2025 till date:**

2020		2021		2022		2023		2024		2025 till date	
Total tested	Total rejected	Total tested	Total rejected	Total tested	Total rejected	Total tested	Total rejected	Total tested	Total rejected	Total tested	Total rejected
394	Nil	429	05	270	07	312	08	957	46	536	32

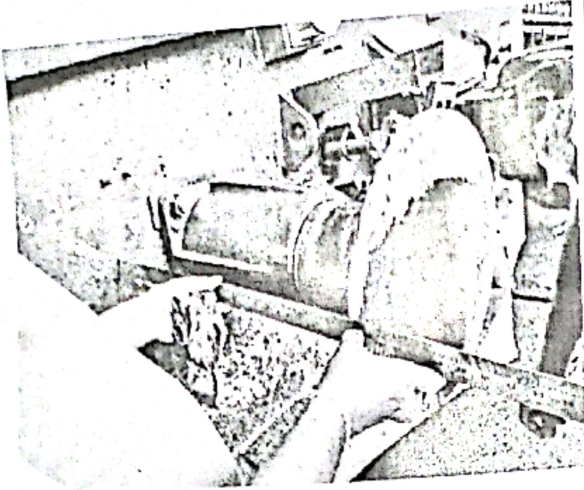
**F. Area of improvement**

1. Checking of crack & bolt slackness in not recorded in schedule form for few locos. It is suspected that the same is not being checked.
2. Checking of buffer rotation is not recorded by maintenance staff in schedule form.
3. "Measure and record buffer length & height" is not mentioned in 90/180 days schedule form of HHP Passenger loco. The form needs to be updated.
4. "DPT check" is not available in the 90 days/180 days schedule form of HHP Passenger and Goods loco but shed is carrying out DPT and recording in a separate register. Same should be updated in schedule form.
5. The schedule form for Y3 needs to be updated to include DPT check.
6. "Measure Buffer length and height" to be included in Y6 schedule form of HHP Passenger Loco.
7. During audit, it is found one can of DPT cleaner got expired. It has to be ensured that the cans which are having codal life only are used.
8. There is no process to identify whether the rejected buffer is under warranty failure or not. The same should be developed.

**G. Good practices**

Northern Railway has started a special drive for ensuring proper maintenance and functioning of diesel locomotive side buffers as per CME/DSL & DM letter dated 14.05.2025.

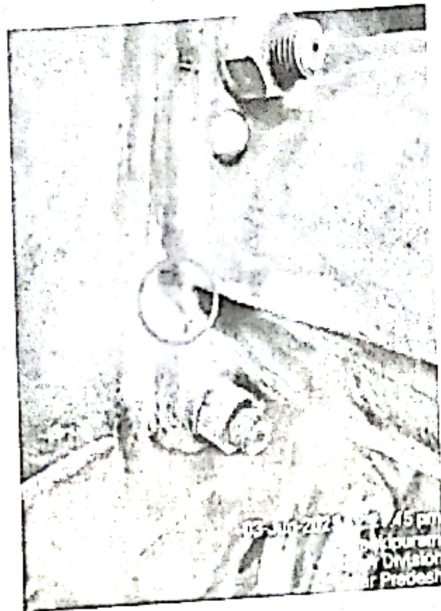
H. Photographs



Measurement of buffer length



Measurement of buffer height



Crack detection during DPT of buffer L2 location  
Loco no. 70653

Northern Railway

Electrical Department (Diesel Traction)  
HQ Office, Baroda House,  
New Delhi.

Dated- 20.06.2025

No. 516-M/301/Safety/ML-III/501

Director Mech. Engg.(Traction)  
Railway Board,  
New Delhi

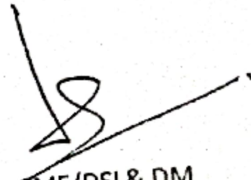
Subject : Review of Safety:- Videography of trial for Similar Condition as per derailment at  
NDLS-yard on 10.05.2025

Ref:- Rly. Board letter no. 2025/M(L)/731/16 on dated 02.06.25

With reference to above letter, video clip of trial in pen drive and trial report submitted  
by DLI Division is enclosed herewith.

This is for your kind information please.

Enclosed: A/a

  
CME/DSL& DM

Copy to: -

PCEE/NR- For kind information please.

Northern Railway

No. 113-T/24/05/DA/2STA  
Dated: 20.06.2025

Office of  
Sr. DSO/DLI

CME/Diesel  
H.Q. Office, Baroda House  
Northern Railway,  
New Delhi.

Subject: Review of safety:-Videography of trial for Similar Condition as per derailment at. NDLS-Yard on  
10.05.2025.

Ref.:- Rly Board's letter no. 2025/M(L)/731/16, dated-02.06.2025.  
HQ letter no. 516-M/301/Safety/ML-3/501, dated- 02.06.2025.

With reference to above subject, Videography of trial for Similar Condition as per derailment at NDLS-  
Yard on 10.05.2025 has been conducted and Video Clip of trial in pen drive with trial report are attached  
for your kind perusal please.

Jyoti  
Sr. DSO/DLI  
20-6-25

DA:- As above

(4)

**Review of Safety:-** Videography of trial for similar condition as per derailment on date 10.05.25 at NDLS Yard.

Ref:- i). Rly. Board's letter no. 2025 /M(L) /731/16, dated- 02.06.2025.  
ii). HQ letter no. 516- M/301/Safety/ML-3/501, dated- 02.06.2025.

**Details of Trial run:-**

1. Load:-19=38(ICF screw coupling)
2. Brake Power: - 100%
3. Loco no 12429/WDG-4/LKO(1st) & 70818/WDG-4D/LKO(2nd)
4. Two Nos. Cameras installed in Coach No - 086722/SR/GSRD.
5. Coupling between Loco & Loco -CBC.
6. Coupling between Loco & Coach :- Screw.
7. Buffers height of Loco no.70818 (DLI End):- 1060mm(ALP side) & 1055 mm(LP side) measured at RTR of WL-07.
8. Buffers height of coach no.-086722/SR/GSRD (NZM end):-1105mm(ALP side) & 1100 mm(LP side) measured at RTR of WL-07.
9. Buffer face diameter of Coach& Loco:- 457mm.
10. Loco trial at speed: - 4 to 6 kmph (approx.) in pushing & pulling direction on 1 in 8.5 turn out.
11. Trial run & measurements done in presence of Junior Scale Officers Committee (ADSO/DLI, CDO/DLT/NDLS AOM/CHG, ADEN/DLI, ADEE/RSO & Sr. Supervisors).
12. Points involved during trial for movement between PF-14 & WL-07:- 462B, 462A, 461B Crossing and then crossing of Pt. -461A, 437A, 434, L-11
13. All measurements taken at ATS of point no.461/A.
14. Trial-1:- Pushing from PF-14 to WL-07.(At 10:12hrs.)  
Buffer entangled in trial 1 at Toe of CMS crossing before point no.461/A:-

Buffer side displacement: 400mm(LP Side)  
Overlapping of buffers : 57mm(LP Side)  
Buffer side displacement: 362mm(ALP Side)  
Overlapping of buffers : 95mm(ALP Side).

15. Trial-2:- Pulling from WL-07 to PF-14.  
Buffer not entangled in trial 2 with following readings: -


Buffer side displacement: 390mm(LP Side)  
Overlapping of buffers : 67mm(LP Side)  
Buffer side displacement: 340mm (ALP Side)  
Overlapping of buffers : 117mm(ALP Side).

16. Trial-3:- Pushing from PF-14 to WL-07.(At 11:17hrs.)  
Buffer entangled in trial 3 at Toe of CMS crossing before point no.461/A:-


Buffer side displacement: 440mm(LP Side)  
Overlapping of buffers : 17mm(LP Side)  
Buffer side displacement: 435mm(ALP Side)  
Overlapping of buffers : 22mm(ALP Side)


**DIA:-**


1. Video Clip of trial attached on pen drive.
2. Speedograph of Loco during trial


  
Manoj Kumar  
CYM/Safety/NDLS

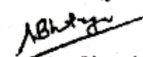
  
Ramesh Kumar  
CL/D

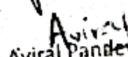
  
Rakesh Kr  
SSE/TKD/Shed


  
Biraj Kumar  
SSE/Pway/NDLS

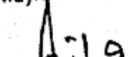
  
Yogesh Pal  
SSE/C&W/NDLS

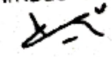
  
Ajay Prasad  
Safety Counselor

  
Sanjay Bhateja  
ADSO/DLI

  
Aviral Pandey  
Sr.CDO/NDLS

  
R.C. Meena  
AOM/CHG

  
Rajendra  
ADEN/DLI

  
Ajay Vats  
ADEE/RSO



NORTHERN RAILWAY

Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.

No.516-M/O/M-I/ Special Drive/24  
DEE/OP/FZR & AEE/RSO/ASR  
All CCC/ FZR, LDH, JUC & ASR  
All CLIs FZR Divn, CTC/FZR

Date: - 03.07.2025

**SHED ORDER No. (Eect./RSO)-11/2025**

Sub:- Working and usage of RS/Emergency Valve.

Ref:- HQ/NR letter no.- 45-RS/9/Train operation (e-24499), dated-01.07.2025.

HQ vide above referred letter had circulated instructions with regard to maintenance/working and usage of emergency valve under mentioned provisions: -

1. While turning out locos from sheds/Outpits, D-1 emergency/RS flap valve is to be checked for its proper functioning on all diesel and electric locomotives.
2. While taking over charge of locos in yards/ crew changing points, proper usage of RS valve/ emergency valve must be ensured by ALP/LPS.

All officers and CLIs over the FZR division are hereby instructed to counsel their allotted/non allotted running staff regarding maintenance/working and usage of emergency valve as per points mentioned above in this letter. The compliance report submitted to the Division Office for further appraisal and submission to HQ.

*7004  
31/7/25*

Sr. Divil. Elect.Engineer (OP)  
N. Rly; Firozpur

Copy to:- CMS/ In- charge/FZR for necessary action.



NORTHERN RAILWAY

Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.

Date: - 01.07.2025

No.516-M/O/M-1/ Special Drive/24  
DEE/OP/FZR & AEE/RSO/ASR  
All CCC/ FZR, LDH, JUC & ASR  
All CLIs FZR Divn, CTC/FZR

SHED ORDER No. (Eect./RSO)-10/2025

Sub:- Declaration of phone calls during "Sign off".

- Ref:- 1.HQ/NR letter no.- 131-T/RS/CUG (e-313263), dated-30.06.2025
- 2.Railway Board letter no. 2010/Tele/2 (1)/1/Pt. Dated 27.12.2012.
- 3.NR/HQ Safety drive No-21, Dated 19.06.2025.

To ensure safe train operation the instructions contained in the video under referred letter no-3 are once again reiterated for compliance by all concerned.

Accordingly, ambush checks must be conducted by officers and CLIs to ensure that mobile phones of crew (LP/LPS/ALP) are kept in switched "OFF" condition while train operation except exigencies defined vide under referred letter no-1&2 Railway Board as well as HQ has circulated instructions regarding to use of CUG/Personal mobile telephones. Important provisions of instructions are mentioned below:

1. During "Signing On", Loco Pilot/Assistant Loco Pilot/Motormen shall give a declaration in the CMS about the personal mobile telephone available with him (Number & Operator).
2. While the train is on run, the Loco Pilot/Motormen will keep their mobile phones (CUG & Personal) in switched off condition in their bag/box (not in-flight mode/silent mode).
3. Loco Pilots may use their CUG mobile phones during train run only in exigencies such as to call for assistance in the event of an accident or failure. However, the reason necessitating use of mobile phone during journey may be recorded in the register kept in the Loco Pilot lobby.
4. Personal mobile phones should not be used under any circumstance during the entire journey period.
5. All In charges and CLIs must continue e-monitoring and regularly track the call originated /received from CUG and Personnel mobile phone during the period of run.

All Lobby In charges are hereby instructed to maintain a register in the lobby for recording phone calls made or received by running staff during the run. The format of the declaration is tabulated below to ensure uniformity across the Lobbies.

Date	Name of Staff	CMS ID of staff	Train No	Number of Mobile phone used CUG/Pvt	Time of use of Mobile phone	Reason of using mobile phone	Signature

All CCC/Lobby in charge and CLIs over FZR division are hereby instructed to take necessary action for the purpose of Declaration of phone calls during "Sign off" for smooth and safe train operation. The compliance report should be submitted to this office for further submission to HQ.

*CCCL*  
*01/07/25*  
Sr. Divil. Elect.Engineer (OP)  
N. Rly; Firozpur

Copy to:- CMS/ In- charge/FZR for necessary action.



NORTHERN RAILWAY

Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.

Date: - 27.06.2025

No.516-M/O/M-I/ Special Drive/24

DEE/OP/FZR & AEE/RSO/ASR  
All CCC/ FZR, LDH, JUC & ASR  
All CLIs FZR Divn, CTC/FZR

SHED ORDER No. (Eect./RSO)-09/2025

Sub:- G&SR Amendment slip No.1,dated 25.06.2025 to G&SR rule book 1983 of Northern Railway.

Ref:- 1. Dy Optg//NR letter no.-403-T/190/5/SR/Optg./21, dated-25.06.2025  
2. Sr DOM/FZR letter no-424-T/O/Safety Amendment slip/FZR/2023 dated-26.06.2025.

Please find enclosed herewith a copy of the above-mentioned G&SR Amendment slip No.1, dated 25.06.2025 to G&SR rule book 1983 of Northern Railway for your information and necessary action. All CLIs are hereby instructed to counsel all the running staff in this regard.

In context with the above amendment slip no. 1, all CCC/Lobby in charge and CLIs over FZR division are also instructed to take necessary action for the purpose of revised rules for smooth and safe train operation. The compliance report should be submitted to this office for further submission to HQ.

Counsel 100 % staff through under given means.

LP/ALPs Order book.

Display on Lobby.

Display on Notice Board.

All CLIs to allotted/non allotted running staff

*JCC*  
*27/06/25*  
Sr. Divil. Elect.Engineer (OP)  
N. Rly; Firozpur

Copy to:- CMS/ In- charge/FZR for upload on CMS.

NORTHERN RAILWAY

No. 424-T/O/Safety Amendment Slip/FZR/2023  
Date- 26.06.2025

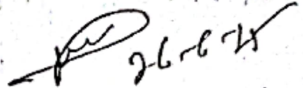
DRM Office,  
Firozpur.

All TI's/SS over Firozpur Division.  
CHC/Incharge, CHC/CHG, Board/1,2,3,4, CHC/TT, CHC/Block,  
Chief Instructor/DTTC/FZR, All Lobbies & all TMCs.

Sub:- सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 01 दिनांक 25.06.2025 (English version).  
Ref:- GM/Optg./NR Letter No. 403-T/190/5/SR/Optg./21 dated 25.06.2025.

उपरोक्त विषय के संबंध में आपको सूचित किया जाता है, कि कृते महाप्रबंधक/परिचालन द्वारा प्राप्त पत्र  
अंगन कर, आपके अवलोकन एवं आवश्यक कार्यवाही हेतु भेजा जा रहा है।

DA: 07

  
कृते वरिष्ठ मंडल परिचालन प्रबंधक,  
मंडल कार्यालय, फिरोजपुर

प्रतिलिपी : (i) DRM/FZR & DRM/JAT सूचनार्थ हेतु सादर प्रेषित।  
(ii) ADRM/Infra/FZR, ADRM/JAT सूचनार्थ हेतु सादर प्रेषित।  
(iii) Sr. DSO/FZR, Sr. DSTE/FZR, Sr. DEN/C,I,III, HQ/FZR, Sr. DEE/TRD/FZR,  
Sr. DEE/RSO/FZR, DOM/M/FZR, AOM/ASR सूचनार्थ एवं अग्रिम कार्यवाही हेतु सादर प्रेषित।

उत्तर रेलवे

प्रधान कार्यालय

बड़ीदा हाउस

नई दिल्ली

दिनांक: 25/06/2025

पत्र सं. 403-टी/190/5/एस आर/परि./21

मण्डल रेल प्रबन्धक,


उत्तर रेलवे,

दिल्ली, फिरोजपुर, जम्मू, मुरादाबाद, लखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 01 दिनांक 25.06.2025 (English version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 01 दिनांक 25.06.2025 (अंग्रेजी) की प्रतिलिपि आपके सूचनार्थ एवं कार्यवाही हेतु भेजी जा रही है।

इसके लिए सक्षम प्राधिकारी का अनुमोदन प्राप्त है।


  
25/6/25
   
कृते महाप्रबंधक/परिचालन

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 धनस्टाक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, जम्मू, मुरादाबाद, लखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, जम्मू, मुरादाबाद, अम्बाला एवं लखनऊ।
9. वरिष्ठ मण्डल अभियन्ता, (आर एस ओ) उत्तर रेलवे, दिल्ली, फिरोजपुर, जम्मू, मुरादाबाद, लखनऊ एवं अम्बाला।
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, जम्मू, मुरादाबाद, लखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, जम्मू, मुरादाबाद, लखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, जम्मू, मुरादाबाद, लखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, जम्मू, मुरादाबाद, लखनऊ एवं अम्बाला।
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दासी।
15. प्रभारी प्रशिक्षक, संरक्षा विद्वि/मंडल परिचालन प्रशिक्षण केन्द्र, उत्तर रेलवे, फिरोजपुर, लखनऊ, धर्मपुर, कुरुक्षेत्र, कानका, शाहजहाँपुर एवं मुरादाबाद।
16. मुख्य मुद्रण एवं लेखन सामग्री प्रबन्धक, उत्तर रेलवे, शक्रवस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 01 दिनांक 25.06.2025 (English Version) को उत्तर रेलवे गजट में प्रकाशित करें।
17. प्रमुख मुख्य परिचालन प्रबंधक, उत्तर पश्चिम रेलवे NWR जयपुर, उत्तर मध्य रेलवे NCR सूबेदार गंज प्रयागराज, पश्चिम मध्य रेलवे WCR जबनपुर, उत्तर पूर्व रेलवे NER गोरखपुर, पूर्व मध्य रेलवे ECR हाजीपुर व पूर्व रेलवे ER कोलकाता।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य मान श्रद्धा 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. 01 dated .05.2025 to G&SR Rule Book 1983, of Northern Railway.

**1. Add new SR under GR 4.41 as SR 4.41/1:**

**SR 4.41/1: Role of LP and ALP for look back during run-**

- (1) Look back shall be performed by ALP and Loco pilot shall focus on upcoming signals only.*
- (2) Look back may not be done frequently for the purpose of observing side lights/brake van lights etc. but be performed in conditions as felt necessary like observing signal by Gateman while passing manned level crossing or by P.Way gang working nearby, for alright exchange with Train Manager - in case of trouble in communication over Walkie-Talkie, after cattle run over etc.*

**2. Delete Existing SR 4.65/1(i) & (j) and Substitute as under as (i) and renumbered the sub para (k) & (l) as (j) & (k) :**

**SR 4.65/1(i): For operation of Track machine during traffic block-**

- a) Adequate distance of 250 meters to be maintained between each track machine while moving in a convoy.*
- b) First track machine while moving in convoy in traffic block shall move with maximum permissible speed and following track machines in convoy shall move with the speed of 40 kmph or lowest maximum permissible speed in the group whichever is lower duly following TSR/PSR in section.*

**3. Delete Existing sub para 7. of USR 9.12/2(A) and substitute as under:**

**USR 9.12/2(A) 7:** *"After ensuring that the first train has arrived safely at the station ahead of the affected section, the Loco Pilots/Motorman of all subsequent trains may be permitted to run at their sectional speed duly proceeding with great caution from one kilometre before the Semi-automatic/Manual First Reception Stop Signal, subject to other speed restriction in force. The speed over facing points, if any, being restricted to 15 KMPH".*

4. Add the following under GR 17.08 as SR 17.08/2(iii):

SR 17.08/2(iii): For operation of Tower Wagons during block.

- (a) Adequate distance of 250 meters to be maintained between each Tower Wagon while moving in a convoy.
- (b) First Tower Wagon while moving in convoy in traffic block shall move with maximum permissible speed and following Tower Wagons in convoy shall move with the speed of 40 kmph or lowest maximum permissible speed in the group whichever is lower duly following TSR/PSR in the section.

5. Delete existing SR 2.03/1 and substitute as under: All Station Master/Train Managers/Pointsman/Loco Pilots/Motormen/Assistant Loco Pilots who are required to work on Automatic signalling sections shall be imparted intensive course training about the rules pertaining to this system and competency certificate issued/renewed in token of their knowledge and proficiency in these rules as under:

Category	Type of training	Type of course	Duration of training
Station Master	Periodical	One day orientation course, once in every six months, regarding automatic Block System by Station supervisor/Traffic inspector.	
	New Commissioned Section	<ul style="list-style-type: none"> <li>• Two days training by concerned sectional TI and SSE/Signal for issuance of competency certificate to work in Automatic Section.</li> <li>• Intensive counselling by sectional TI in every two months in the first year. After that, periodicity of every six months shall be introduced.</li> <li>• This shall also be applicable for new joining from Absolute Block System to Automatic Block System.</li> </ul>	
Train Manager	Periodical	One day orientation course, once in every six months regarding Automatic Block system.	
	Newly Commissioned Section	<ul style="list-style-type: none"> <li>• Two days training by concerned Station Superintendent /Traffic Inspector for competency certificate.</li> <li>• Intensive counselling sessions with the concerned supervisor in every two months during the first year, followed by sessions every six months thereafter.</li> <li>• CMS Provision utilization for MCQ</li> </ul>	

		<p>tests for competency.</p> <ul style="list-style-type: none"> <li>• This shall also be applicable for new joining from Absolute Block system to Automatic Block System.</li> </ul>
<b>Pointsman</b>	<i>Periodical</i>	<i>One day orientation course, once in every six months regarding Automatic Block System by Station Supervisor.</i>
	<i>Newly Commissioned Section</i>	<ul style="list-style-type: none"> <li>• Two days training by concerned sectional TI for issuance of competency certificate to work in Automatic section.</li> <li>• Intensive counselling by Sectional TI in every two months in the first year. Thereafter once in six month.</li> <li>• This shall also be applicable for new joining from Absolute Block System to Automatic Block System.</li> </ul>
<p><i>Note: During commissioning of new section, Train Managers will receive training for an initial period of 2 days. No additional training will be provided for subsequent openings of the section.</i></p>		
<b>Loco Pilot/Assit. Loco Pilot /Chief Loco Inspector</b>		<ol style="list-style-type: none"> <li>1) <i>One day intensive counselling of LPs/ALPs regarding Automatic signalling system by CLI, every six months, at lobby followed by an MCQ Test on PC at lobby/ETC/DRM office, before award/renewal of competency certificate. During intensive counselling, following may be stressed upon:</i> <ol style="list-style-type: none"> <li>a) <i>System of working in automatic signalling territory.</i></li> <li>b) <i>All relevant forms issued during abnormal working in automatic section with prescribed speed restrictions.</i></li> <li>c) <i>Bite size animated videos will be developed on the mistakes usually committed by Crew.</i></li> </ol> </li> <li>2) <i>Whenever intimation is received for introduction of new automatic signalling territory:</i> <ol style="list-style-type: none"> <li>a) <i>Two days training of all LP/ALP shall be started at lobby/ETC/DRM Office by CLIs and issuance of competency certificate to work in automatic section. CCC/Lobby will ensure updation in CMS.</i></li> <li>b) <i>Further, after commissioning of new automatic territory. Intensive counselling of all LP/ALP every two months in the first year of introduction should be ensured. After that periodicity of every 06 months shall be introduced.</i></li> </ol> </li> <li>3) <i>CLI awarding/renewing the competency to undergo training on automatic signalling:</i> <ol style="list-style-type: none"> <li>a) <i>ZRTI for 3 days every 3 years.</i></li> <li>b) <i>An existing module of 2 days for CLI at IRISSET is re-</i></li> </ol> </li> </ol>

	<p><i>designed for 3 days for imparting training on Automatic signalling.</i></p> <p>4) <i>Provision for MCQ tests is available at Chalak Dal and CMS for competency which shall be used for Automatic Signalling:</i></p> <p>a) <i>By CLIs for testing of staff after one day intensive training.</i></p> <p>b) <i>By LPs/ALPs for self-testing every two months. This will help CLI to assess weak areas of LPs/ALPs and counsel accordingly.</i></p>
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6. Delete the existing authority forms T/A 912 and T/D 912 and substitute as under:  
**Form/Authority T/A 912:**

**NORTHERN RAILWAY**

Form No. T/ A 912  
 Sr.No. \_\_\_\_\_

**AUTHORITY TO PASS AUTOMATIC/SEMI-AUTOMATIC/MANUAL STOP SIGNAL/ GATE STOP SIGNALS  
 (Loco Pilot/ Train Manager/ Station Master's Record)**

Station \_\_\_\_\_  
 Date \_\_\_\_\_

Time \_\_\_\_ hours \_\_\_\_ minutes

To

The Motorman/Loco Pilot of Engine/Train/Unit No. \_\_\_\_\_ Up/Down.

- (a) Automatic Signalling has failed and you are, hereby authorized to pass all Automatic signals between \_\_\_\_\_ station and \_\_\_\_\_ station. In addition, you are also authorized to pass Semi-Automatic/Manual Stop Signal/gate stop signals on being hand signalled past such signals by a railway servant in uniform, the hand signals being displayed except as provided for in clause 'b'.
- (b) When running in wrong line (i) you must ascertain that points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos. \_\_\_\_\_ are closed and (ii) hand signals are displayed by the railway servant in uniform at the points/level crossing gates before passing them.

Here indicate distinguishing Number of all signals to be thus passed -----

**CAUTION ORDER**

Your Train is going to pass signal/s at ON, Speed shall be restricted to 25 kmph when view is clear and 10kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog subject to observance of other speed restriction in force.

The speed over facing points, if any, being restricted to 15 kmph.

Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ Hours \_\_\_\_\_ minute  
Signature of Loco Pilot/Motorman \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ Hours \_\_\_\_\_ minute

Note: T/A 912 shall always be issued along with one of these forms -T/B 602, T/511, T/F 602 or as prescribed in the SRs. When T/A 912 is issued along with other forms most restrictive speed mentioned in given forms must be followed.

**NORTHERN RAILWAY**

Form No. T/ D 912

Sr. No. \_\_\_\_\_

**AUTHORITY FOR WORKING OF TRAINS  
DURING PROLONGED FAILURE IN AUTOMATIC BLOCK SYSTEM  
(Loco Pilot/ Train manager/ Station Master's Record)**

Station \_\_\_\_\_  
Date \_\_\_\_\_

Time \_\_\_\_\_ hours \_\_\_\_\_ minutes

To \_\_\_\_\_

The Motorman/Loco Pilot of Engine/Train/Unit No. \_\_\_\_\_ Up/Down.

**AUTHORITY TO PROCEED**

1. All signals between \_\_\_\_\_ station and \_\_\_\_\_ station have failed.
2. Line clear has been received from \_\_\_\_\_ station under his private No.(in words) \_\_\_\_\_ (in figures)
3. You are authorized to work your Train/ Engine/ Unit No. \_\_\_\_\_ up to the Semi-Automatic/ Manual First Reception Stop Signal of \_\_\_\_\_ station and thereafter be guided by the aspect of the Semi-Automatic/ Manual First Reception Stop Signal or the instructions from the Station Master of the \_\_\_\_\_ station.

**AUTHORITY TO PASS SIGNALS IN 'ON' POSITION**

You are also authorized to pass

1. Departure signals and all intervening Automatic signals between \_\_\_\_\_ station and \_\_\_\_\_ station at 'ON'.
  2. Starter/ Manual Stop Signal/ Gate stop signals on being hand signalled past such signals by a railway servant in uniform.
  3. You shall cautiously pass the level crossing gates only after ensuring that the gates are closed.
  4. Here indicate distinguishing Numbers of all signals to be thus passed
- \_\_\_\_\_

**CAUTION ORDER**

\*Your train is the First train to pass over the UP/DOWN line during prolonged failure of Automatic signaling from \_\_\_\_\_ station to \_\_\_\_\_ Station. Speed shall be restricted to 25 kmph when the view is clear and 10 kmph when view ahead is impaired subject to other speed restrictions. \*Your train is NOT the first and is authorized to pass over the UP/DOWN line from \_\_\_\_\_ station to \_\_\_\_\_ Station with the Sectional speed subject to other speed restrictions. Proceed with great caution from \_\_\_\_\_ Km, that is one km before approaching Semi-Automatic/Manual first Reception Stop Signal. The speed over facing points, if any, being restricted to 15 KMPH.

\*Strike out whichever is not applicable.

I have understood the contents of this authority.

Signature and Stamp of Station Master

Signature of Train Manager \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ Hours \_\_\_\_\_ minute  
Signature of Loco Pilot/Motorman \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ Hours \_\_\_\_\_ minute

*Devendra Kumar*  
25/6/25  
(Devendra Kumar)  
Principal Chief Operations Manager.



12/11/25



**NORTHERN RAILWAY**

**No.516-M/O/M-I/ Special Drive/24**

**Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.**

**Date: - 05.03.2025**

**AEE/RSO/ASR**

**All CCC/ FZR, LDH, JUC & ASR**

**All CLIs FZR Divn, CTC/FZR**

**SHED ORDER No. (Eect. /RSO)-05/2025**

**Sub:- Less visibility of Banner Flags on Level Crossings.**

**Ref:- Sr DEN-I/FZR letter no- Sr DEN-I/Misc./2024-25 dated 27.02.2025.**

Please find enclosed herewith a copy of the above-mentioned less visibility of banner Flags on level crossings, dated 27.02.2025 for information and necessary action. All CLIs are hereby instructed to counsel all the running staff to Exercise extreme vigilance when approaching identified level crossings and reduce speed if necessary for safe train operation. The compliance report should be submitted to this office.

05.03.2025

**Sr. Divil. Elect. Engineer (OP)  
N. Rly; Firozpur**

Copy to:- CMS/ In- charge/FZR to upload on CMS.

NORTHERN RAILWAY

No.Sr.DEN-I/Misc/2024-25  
Date: 27.02.2025

Office of the  
Divisional Railway Manager  
Firozpur

Sr DSO/FZR  
Sr DSTE/FZR  
Sr DOM/FZR  
DEE RSO/FZR

Sub: Less visibility of Banner Flags on Level Crossings

Level Crossings are inherently a safety risk due to reliance on manual communication and operation and being the interface of railways with road users. Banner Flags are the only guard against any mishap caused either due to miscommunication or human error.

During a recent inspection conducted by the undersigned, it was observed that several level crossings exhibit significantly reduced visibility of banner flags due to sharp curves in the track alignment. This issue renders the banner flags ineffective, as loco pilots are unable to react and apply brakes in a timely manner upon sighting them.

SN	Section	LC No.	Track alignment feature
1	JRC-PTKC (UP & DN)	46	Reverse curve of 3.26 degree .
2	JRC-PTKC (DN)	77	Due to LC in curve of 1.02 degree .
3	JRC-PTKC (DN)	80	Due to reverse curve in approach of LC.
4	JRC-PTKC (DN)	90	Due to reverse curve in approach of LC.
5	JRC-PTKC (UP)	124	Curve in approach of LC of 3.05 degree.
6	JRC-HSX (UP)	31	Due to Curve in approach of LC.
7	JRC-HSX (UP)	37	LC Lies in circular Curve.
8	JRC-HSX (DN)	39	Due to curve in approach of LC.

The compromised visibility at these level crossings poses a serious safety hazard to the public and rail traffic, as it significantly increases the risk of accidents.

It is urged that interlocking of these Level Crossings should be prioritised.

To mitigate the risk till interlocking, it is recommended that shed orders to be issued to the loco pilots instructing them to exercise extreme vigilance and to reduce speed, if necessary, when approaching these identified level crossings.

DUSHYAN Digitally signed by  
T SINGH DUSHYANT SINGH  
Date: 2025.02.27  
17:56:45 +05'30'  
Sr.DEN-I/FZR

Copy to: 1.CTE/NR for kind information please.  
2.DRM/FZR for kind information please.  
3. Sr. DEN/C/FZR for kind information please.



NORTHERN RAILWAY

No.516-M/O/M-I/ Special Drive/24

Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.

Date: - 01.03.2025

AEE/RSO/ASR  
All CCC/ FZR, LDH, JUC & ASR  
All CLIs FZR Divn, CTC/FZR

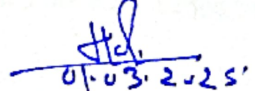
SHED ORDER No. (Eect. /RSO)-04/2025

**Sub:-** G&SR Amendment slip No.211,dated 07.02.2025 to G&SR rule book 1983 of Northern Railway.

**Ref:-** 1. Dy Optg/NR letter no.-403-T/190/5/Optg/AS/21, dated-07.02.2025.  
2. Sr DOM/FZR letter no-424-T/O/Safety Amendment slip/FZR/2023 dated-21.02.2025

Please find enclosed herewith a copy of the above mentioned G&SR Amendment slip No.211,dated 07.02.2025 to G&SR rule book 1983 of Northern Railway for your information and necessary action. All CLIs are hereby instructed to counsel all the running staff in this regard.

In context with the above amendment slip no. 211, all CCC/Lobby in charge are also instructed to take necessary action for the purpose of revised rules for smooth and safe train operation. The compliance report should be submitted to this office for further submission to HQ.

  
01.03.2025  
Sr. Divil. Elect.Engineer (OP)  
N. Rly; Firozpur

Copy to:- CMS/ In- charge/FZR to upload on CMS.

NORTHERN RAILWAY

61

No. 424-T/O/Safety Amendment Slip/FZR/2023  
Date- 21.02.2025

DRM Office,  
Firozpur.

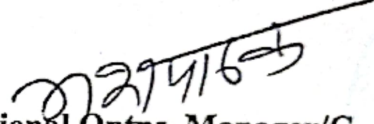
AO/ASR, SD/JAT,CAM/SINA,  
All TP's/SS over Firozpur Division.  
CHC/Incharge,CHC/CHG,Board/1,2,3,4, CHC/TT,CHC/Block,  
Chief Instructor/DTTC/FZP, All Lobbies & all TMCs.

Sub:- सामान्य एवं सहायक विभाग पुस्तक 1983 का संशोधन पत्र सं. 211 दिनांक 07.02.2025( English version).  
Ref:- GM/Optg./NR Letter No. 403-T/JPO/Optg-Engg.Rule/331/1 dated 27.01.2025.

Please find enclosed herewith a copy of the above mentioned subject is being forwarded for your attention and necessary action please.

Treat it as most urgent.

DA: 03

  
Sr. Divisional Optns. Manager/G,  
Northern Railway Firozpur.

Copy to : (i) DRM/FZR & DRM/JAT for your kind information please.

(ii)ADRM/Infra/FZR, ADRM/JAT for your kind information please.

(iii) Sr. DSO/FZR, , Sr. DEE/OP/FZR, Sr. DSTE/FZR, Sr. DSTE/JAT,  
Sr. DEE/TRD/JAT, Sr. DEN/C,I,III, HQ/FZR, Sr. DEN/II,IV/JAT for your kind information and  
necessary action please.

उत्तर रेलवे



प्रधान कार्यालय  
बड़ीदा हाउस  
नई दिल्ली  
दिनांक: 07/02/2025

पत्र सं. 403-टी/190/5/एस आर/परि./21

मण्डल रेल प्रबंधक,  
उत्तर रेलवे,  
दिल्ली, फिरोजपुर, मुरादाबाद, मखनऊ एवं अम्बाला।

विषय: सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 211 दिनांक 07.02.2025 (English version)

सामान्य एवं सहायक नियम पुस्तक 1983 का संशोधन पत्र सं. 211 दिनांक 07.02.2025 (अंग्रेजी) की प्रतिलिपि आपके सूचनाार्थ एवं कार्यवाही हेतु भेजी जा रही है।

इसके लिए सक्षम प्राधिकारी का अनुमोदन प्राप्त है।

*K. meo*  
07/02/25  
कृते महाप्रबंधक/परिचालन

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 घनस्टाक अभियन्ता, उत्तर रेलवे, बड़ीदा हाउस, नई दिल्ली। (CRSE)
7. वरिष्ठ मण्डल परिचालन प्रबंधक, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, मखनऊ एवं अम्बाला।
8. वरिष्ठ मण्डल परिचालन प्रबंधक/सा. उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, अम्बाला एवं मखनऊ।
9. वरिष्ठ मण्डल अभियन्ता, (आर एस जो) उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, मखनऊ एवं अम्बाला।
10. वरिष्ठ मण्डल विद्युत अभियन्ता / समन्वय, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, मखनऊ एवं अम्बाला।
11. वरिष्ठ मण्डल सिगनल एवं दूर संचार अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, मखनऊ एवं अम्बाला।
12. वरिष्ठ मण्डल संरक्षा अधिकारी, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, मखनऊ एवं अम्बाला।
13. वरिष्ठ मण्डल यांत्रिक अभियन्ता, उत्तर रेलवे, दिल्ली, फिरोजपुर, मुरादाबाद, मखनऊ एवं अम्बाला।
14. प्रधानाचार्य, क्षेत्रीय रेल प्रशिक्षण संस्थान, उत्तर रेलवे, चन्दीनी।
15. प्रभारी प्रशिक्षक, संरक्षा चिदिर/मंडल परिचालन प्रशिक्षण केंद्र, उत्तर रेलवे, फिरोजपुर, मखनऊ, धर्मपुर, कुच्छेन, कामका, शाहजहाँपुर एवं मुरादाबाद।
16. मुख्य मुद्रण एवं लेखन सामग्री प्रबंधक, उत्तर रेलवे, शकूरबस्ती (दो प्रति) कृपया उपरोक्त संशोधन पत्र सं. 211 दिनांक 07.02.2025 (English Version) को उत्तर रेलवे गजट में प्रकाशित करें।
17. 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 कोसकाता।
18. Pr.COM प्रमुख मुख्य परिचालन प्रबंधक, CFTM, मुख्य मान भाडा यातायात प्रबंधक, CPTM 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. 211 dated 07.02.2025 to G&SR Rule Book 1983, of Northern Railway.

1. **Add the following under GR 3.26 as SR 3.26/3: (Commissioning of fixed signals)**  
*In IR-ATP (Kavach) territory, when a new signal is erected or existing signal is shifted/modified, the Signal Sighting Committee shall also inspect and certify the signal position in correspondence of the line side signal with the on-board signal and its aspect on the DMI (Driver Machine Interface) display in IR-ATP fitted Loco before it is brought into use. Kavach fitted loco shall be used for conducting sighting committee inspection, at least once in quarter.*
2. **Add the following under GR 4.08 as SR 4.08/6: (Limits of Speed Generally)**  
*In case Loco is not equipped with Kavach or Loco Kavach become defective, the maximum speed of train shall not exceed 140 kmph, subject to other speed restrictions.*
3. **Add the following under GR 4.08 as SR 4.08/7: (Limits of Speed Generally)**  
*In IR-ATP fitted Loco, as soon as the defective speedometers are noticed, message should be given by the LP to the nearest power controller for arranging attention to the defective speedometer or change of Loco at the next crew changing point or earlier, as the case may be.  
However, in IR-ATP (Kavach) territory, the speed reduction prescribed for coaching trains, when speedometer of Loco is defective, need not be followed in case Loco is provided with IR-ATP (Kavach) and the speedometer in DMI (Driver Machine Interface) in the respective Cab is working.*
4. **Add the following under GR 4.32 as SR 4.32/4: (Precaution before starting a train-Examination by Loco Pilot)**  
*Before commencement of journey in IR-ATP (Kavach) territory, the Loco Pilot shall boot up on-board Kavach, enter configuration as per the train consist and see whether all parameters are being indicated properly. IR-ATP on-board Loco Kavach will be effective only after passing first Kavach fitted signal in 'OFF' condition.*
5. **Add the following under GR 6.01 as SR 6.01/1: (Accident or Obstruction)**  
*When report of any accident or obstruction is received by the Station Master in IR-ATP (Kavach) territory, the Station Master shall operate SOS in Station*

*Master Operational Panel cum Indication panel (SMOCIP) to prevent other functional IR-ATP (Kavach) trains from entering the affected section.*

**6. Add the following under GR 6.07 as SR 6.07/4: (Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator).**

*a) In IR-ATP (Kavach) territory with Kavach functional Loco, in the event of unusual circumstances likely to affect the safe and proper working of trains, the Loco Pilot shall apply SOS to stop other functional IR-ATP (Kavach) trains from approaching the location.*

*b) In IR-ATP (Kavach) territory with Kavach functional Loco, in the event of "Unusual Stop" in the block section, the Loco Pilot shall acknowledge the same else automatic brakes will be applied on all other Kavach fitted locos within its vicinity.*

**(Tejendra Singh)  
Joint Director Traffic Trans-III  
Railway Board**

No.403-T/190/5/Optg/AS/21

Dated: 07.02.2025



**NORTHERN RAILWAY**

**Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.  
Date: - 03.02.2025**

**No.516-M/O/M-I/ Special Drive/24**

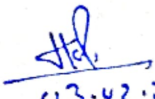
**AEE/RSO/ASR  
All CCC/ FZR, LDH, JUC & ASR  
All CLIs FZR Divn, CTC/FZR**

**SHED ORDER No. (Eect. /RSO)-03/2025**

**Sub:-** Revised Authority form T/A 912 and G&SR Amendment slip No.210.  
**Ref:-** HQ letter no.-131-T/RS/GR/SR/8003 Vol-II(57385),dated-28.01.2025.

Please find enclosed here with the copy of referred letter, vide which HQ office has issued a Revised Authority form T/A 912 and G&SR Amendment slip No.210. All CLIs are hereby instructed to counsel all the running staff regarding Revised Authority form T/A 912 and G&SR Amendment slip No.210.

In context with above, all CCC/Lobby in charge/CLI are instructed to counsel the running staff for instructions issued vide above revised authority. The compliance report should be submitted to this office for further submission to HQ.

  
03.02.2025  
**Sr. Divil. Elect. Engineer (OP)  
N. Rly; Firozpur**

Copy to:- CMS/ In- charge/FZR for upload on CMS.

## Northern Railway

Headquarter Office,  
Baroda House,  
New Delhi

No: 131-T/RS/GR/SR/8003 Vol-II (57385)

Date: 28.01.2025

Sr. DEE/RSO/OP  
DRM Office,  
Northern Railway,  
FZR, UMB, DLI, MB & LKOSr. DEE/Traction  
DRM Office,  
Northern Railway  
JAT**Sub: Revised Authority Form T/A 912 and G&SR Amendment slips no.210.****Ref: i) Railway Board letter no. 2024/TT-IV/12/10 Pt. I Dated 17.01.2025.  
ii) PCOM Letter No. 403-T/190/5/OPTG/AS/21 dated 20.01.2025**

Please find enclosed herewith the copies of letters mentioned below:

- **Revised authority form T/A 912**
- **Amendment slip number 210 of G&SR book 1983**

In view of above, you are requested to counsel the running staff accordingly.

DA- As above

Digitally Signed by Kamal  
Kant (Kamal Kant Rastogi)  
Date: 30-01-2025 18:18  
Reason: Approved

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

No.2024/TT-IV/12/10 P1.1

Date: 17.01.2024

The General Manager,  
All Zonal Railways &  
CMD/KRCL, Navi Mumbai.

Sub: Revised Authority Form T/A 912.

Ref: Railway Board's letter of even number dated 16.08.2024


\*\*\*\*\*

Vide above referred letter dated 16.08.2024, Unified Subsidiary Rules (USR) and Authority forms with respect to GR 9.12 were circulated to all the Zonal Railways.

2. It has now been decided to revise Authority form T/A 912 under the said rules. Accordingly, please find attached revised Authority form T/A 912 for information and necessary action.

This has the approval of competent authority M(O&BD).

DA: As above

  
(Tejendra Singh)  
Joint Director Traffic Trans-III  
Room No. 533-D, 5<sup>th</sup> floor  
Railway Board  
Email Id: [tejendra.singh@gov.in](mailto:tejendra.singh@gov.in)

(Zone Name) RAILWAY

Form No. T/ A 912\*\*

Sr. No. \_\_\_\_\_

**AUTHORITY TO PASS AUTOMATIC/SEMI AUTOMATIC/MANUAL  
STOP SIGNAL/GATE STOP SIGNALS**

(Loco Pilot / Train Manager / Station Master's Record)

Station \_\_\_\_\_

Time: \_\_\_\_\_ hours \_\_\_\_\_ mins

Date \_\_\_\_\_

To

The Motorman/ Loco Pilot of Engine/ Train/ Unit No. \_\_\_\_\_ UP/ DOWN:

(a) Automatic Signalling has failed and you are, hereby authorized to pass all Automatic signals between \_\_\_\_\_ station and \_\_\_\_\_ station. In addition, you are also authorized to pass Semi-Automatic / Manual Stop Signal / gate stop signals on being hand signalled past such signals by a railway servant in uniform, the hand signals being displayed except as provided for in clause 'b'.

(b) When running in wrong line (i) you must ascertain those points of outlying sidings, where provided, are correctly set and locked and/or the level crossing gates Nos. \_\_\_\_\_ are closed and (ii) hand signals are displayed by the railway servant in uniform at the points/level crossing gates before passing them.

Here indicate distinguishing Number of all signals to be thus passed \_\_\_\_\_

**CAUTION ORDER**

Your Train is going to pass signal/s at ON, **speed shall be restricted to 25 kmph when view is clear and 10 kmph when approaching or passing any portion of the line where the view ahead is not clear due to curve, obstruction, rain, fog subject to observance of other speed restriction in force.**

**The speed over facing points, if any, being restricted to 15 kmph.**

\_\_\_\_\_  
Signature and Stamp of Station Master

I have understood the contents of this authority.

Signature of Train Manager \_\_\_\_\_ Date: \_\_\_\_\_ Time \_\_\_\_\_ Hours \_\_\_\_\_ min

Signature of Loco Pilot / Motorman \_\_\_\_\_ Date: \_\_\_\_\_ Time \_\_\_\_\_ Hours \_\_\_\_\_ min

**\*\*T/A 912 shall always be issued along with one of these forms - T/B 602, T-511, T/F 602 or as prescribed in the SR of the Zonal Railway.**



**NORTHERN RAILWAY**

**No.516-M/O/M-I/ Special Drive/24**

**Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.**

**Date: - 29.01.2025**

**AEE/RSO/ASR**

**All CCC/ FZR, LDH, JUC & ASR**

**All CLIs FZR Divn, CTC/FZR**

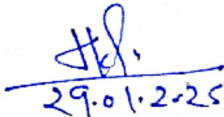
**SHED ORDER No. (Eect. /RSO)-02/2025**

**Sub:- JPO for Securing and Release of vehicles/load/train/Loco in Station/yard or in block section.**

**Ref:- HQ letter No-45-RS/9/Train Operation( C.No. 12964,Dated- 28.01.2025.**

Please find enclosed here with the copy of referred letter, vide which HQ office has issued a Joint Procedure order for Securing and Release of vehicles/load/train/Loco in Station/yard or in block section. All CLIs are hereby instructed to counsel all the running staff regarding instructions for proper procedure order to for Securing and Release of vehicles/load/train/Loco in Station/yard or in block section.

In context with above, all CCC/Lobby in charge/CLI are also instructed to take necessary action for implementation of the instructions issued vide above JPO.The compliance report should be submitted to this office for further submission to HQ.

  
29.01.2025  
**Sr. Divil. Elect.Engineer (OP)**  
**N. Rly; Firozpur**

147036/2025

## Northern Railway

Headquarters Office,  
Baroda House,  
New Delhi

No: 45-RS/9/Train Operation (Computer no. 12964)

Dated 28.01.2025

Sr. Divnl. Elect. Engineer/RSO,  
D.R.M. Office,  
LKO, MB, UMB, FZR & NDLSSr. Divnl. Elect. Engineer/Traction,  
JAT**Sub: JPO for Securing and Release of vehicles/load/train/Loco in  
Station/yard or in block section****Ref: i) Railway Board letter no. 2024/TT-IV/12/30 Dated 24.01.2025  
ii) GM/Optg/NR letter no. 403-T/JPO/OPTG-ENGG.RULE/331/1 dated  
27.01.2025**

In reference to above referred letters, please find enclosed herewith the copy of revised JPO circulated by Railway Board with regard to securing and release of vehicles/load/train/loco in station/yard or in block section. Running staff may be suitably counseled on revised provisions for securing and release of vehicles.

Action taken may please be advised to this office.

D/A- As above

Digitaly signed by  
Kant Rastogi  
(Kant Rastogi)  
Dy. CEE/OP/NR  
Date: 30-01-2025 15:03:28  
Reason: Approved

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 Pointsman.
  - e) The vehicles of stabled load/train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing.
  - f) The points must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available. If a station is equipped with SSI/EI, blocking of point, route and signals to be done through Control Panel/VDU. It is not necessary to clamp and pad lock the point in such case.
  - g) Stop Collars must be placed on relevant point buttons/slides/levers etc.;
  - h) Remarks should be made in TSR and/or SM diary in Red ink to the effect that 'Line No. \_\_\_ is blocked and all the precautions for securing the load have been taken as prescribed above;
  - i) After any load/train/loco is stabled, station master must inform the section controller supported by a private number that all laid down precautions for stabling and securing the load/train/loco have been taken.

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Page 1 of 5

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2. Additional precautions to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper may have been prescribed under approved special instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions:-
  - a) Before vehicles are uncoupled, the hand brakes should be applied, sprags/wooden wedges/skids, should also be used to prevent vehicles from rolling down;
  - b) As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines.
3. Action by Loco Pilot/Assistant Loco Pilot before leaving the loco in case load/train is stabled with locomotive attached or light engine(s) is/are stabled:-
  - a) Stop train on A-9 and bring A-9 to Emergency position (i.e., BP pressure = 0) and the SA-9 to Applied position. Physically ensure that trains brakes are applied.
  - b) Apply the hand brake/parking brake on the locomotive. In case of multi / consist locomotives, hand brake of all the locomotives should be applied. Physically verify that hand brake's chain is tightened/parking brake(s) are applied.
  - c) Place 4 wooden blocks on the outmost wheels of locomotive(s). Record this action in the loco log book, noting the wheel numbers clearly. If less than four wooden wedges are available on the locomotive(s), inform SM for requisite wedges, and then secure the loco.
  - d) Shut down the locomotive, turn off the battery switch and submit the loco keys and the locomotive log book at the SM office.
4.
  - a) Loco Pilot while on duty should not leave loco unmanned. In case he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring actions mentioned at para 3 above;
  - b) Before leaving the station/yard, the Loco Pilot and Train Manager should jointly record in a register to be maintained with Station Master that the load & loco has been secured as prescribed above.
5. Action to be taken by Loco Pilot/Assistant Loco Pilot and Train Manager when the train is stalled in block section due to accident, failure, obstruction or any other reasons:-
  - a) Loco Pilot/Assistant Loco Pilot and Train Manager should protect the train as per provisions of G&SR 6.03;
  - b) The train should be secured by applying loco brakes (SA-9, A-9 & hand brake) and hand brakes of **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 duties of the Train Manager shall devolve on the

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Page 2 of 5

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- Assistant Loco Pilot. In case of coaching trains, the Train Manager should apply hand brakes of the rear SLR and front SLR by ALP, if not locked.
- c) If MR pressure starts dropping while train is stationary, loco pilot has to secure the loco with the wedges. Since MR pressure cannot be noticed by Train Manager as there is no such gauge in SLR unlike engine therefore, the Loco Pilot shall immediately inform the Train Manager regarding dropping of MR pressure and thereafter the Train Manager will secure the train with wedges in the last vehicle.
6. Action by Station Master/Train Manager/ Loco Pilot / Assistant Loco Pilot /Traffic Staff for clearing of stable vehicle/load/train/locomotives from station/yard:
- a) LP and ALP shall collect loco keys, logbook, etc from the SM office. Check the loco logbook for any irregularities. If any are found, inform the TLC and act according to their advice.
- b) Then LP and ALP to Energize the loco, bring A-9 on release position and build BP pressure to 5 kg/cm<sup>2</sup>, 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/cm<sup>2</sup> 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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Date: 2025.01.24  
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**(PULKIT SINGHAL)**  
Director Traffic Transportation  
Railway Board  
011- 23047326  
pulkit.0806@gov.in



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by Vikash Anand  
Date: 2025.01.24  
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**(VIKASH ANAND)**  
Director Elect. Engg. (Rolling Stock)  
Railway Board  
011-47845425  
vikashanand.irsee@gov.in



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

**PULKIT  
SINGHAL**

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PULKIT SINGHAL  
Date: 2025.01.24  
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(PULKIT SINGHAL)  
Director Traffic Transportation  
Railway Board  
011- 23047326  
pulkit.0806@gov.in

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by Vikash Anand  
Date: 2025.01.24  
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(VIKASH ANAND)  
Director Elect. Engg. (Rolling Stock)  
Railway Board  
011-47845425  
vikashanand.irsee@gov.in



NORTHERN RAILWAY

Office of the Sr. DEE (OP),  
N.R., DRM Office, Firozpur.  
Date: - 27.01.2025

No.516-M/O/M-I/ Special Drive/24

DEE/TRD/JAT & BDGM  
AEE/RSO/ASR & ADME/ PTK  
All CCC/ FZR, LDH, JUC, ASR, PTK, JAT, SVDK, BDGM &BJPL,  
All CLIs FZR Divn, CTC/FZR

SHED ORDER No. (Eect. /RSO)-01/2025

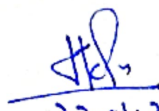
**Sub:-** SPAD at Lalitpur on JHS Division/NCR on 02.11.2024.  
**Ref:-** HQ Letter No. Traction/40/RS/1/30/Safety/Instructions/3011,Dated-24.01.2025

In reference to the above, A meeting at Railway Board was held on 02.11.2024. During reviewing of SPAD case at Lalitpur on JHS division of NCR on 02.011.2024 was discussed and following instructions were issued by Railway Board.

In view of the above, In this regard, all CLIs and officers are instructed to counsel the train crew regarding the following:

1. Intensive training to be given and monitoring to be done to ensure ALPs keep hand on RS Valve while passing signal on single yellow.
2. The driving technique of LP/ALP, especially the braking technique, needs to be monitored.

The compliance report should be submitted to this office for further submission to HQ.

  
27.01.2025  
Sr. Divil. Elect. Engineer (OP)  
N. Rly; Firozpur

Copy to:- Sr DEE/Tr/JAT for Kind information please.

NORTHERN RAILWAY

Head Quarter Office,  
Baroda House,  
New Delhi.  
Date:24.01.2025

No. Traction/40/RS/1/30/Safety/Instructions/3011

Sr. DEE/RSO,  
FZR, DLI, UMB, MB & LKO

Sub: SPAD at Lalitpur on JHS div/NCR on 02.11.2024

Ref: Rly BD letter no.2024/Elect.(TRS)/138/1/(Bd Mtg)/dt.03.01.2025

A Meeting at Rly Board was held on 02.11.2024. During reviewing of SPAD case at Lalitpur on JHS division of NCR on 02.11.2024 was discussed and following instructions issued by Rly Board are:

- a) Intensive training to be given and monitoring to be done to ensure ALPS keep hand on RS Valve while passing signal on single Yellow.
- b) The driving technique of LP/ALP especially braking technique needs to be monitored.

In view of above, divisions are advised to ensure the above instructions (a) & (b) and action taken to be advised to this office for further submission to Rly Board.

Digitally Signed by Kamal  
Kant Rastogi  
Date: 24.01.2025 18:05:04  
Reason: Approved  
By: CEE/OP

Copy to: PCEE/NR for kind information please



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

7/1/2025

No. 2024/Elect(TRS)/138/1 (Bd. Mtg)

Now Delhi, Dated : 03.01.2025

General Managers (Elect.),  
All Zonal Railways

Sub: SPAD at Lalitpur on JHS Div/NCR on date 02.11.2024

While reviewing the SPAD case at Lalitpur on JHS/NCR on 02.11.2024 in the Board Meeting held on 08.11.2024, Board has directed as under:

- Intensive training to be given and monitoring to be done, to ensure ALPs keep hand on RS Valve while passing signal on single yellow.
- The driving technique of LP/ALP especially braking technique needs to be monitored.

Zonal Railways are advised to take necessary action to comply with Board's above directions and submit a report to this office.

विकास आनंद  
3.1.25.

(विकास आनंद)

निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)

फ्लोर सं : 4, कमरा सं. : 452

रेलवे बोर्ड

टेली : 011- 47845425

ई मेल: [vikashanand.irsee@rail.gov.in](mailto:vikashanand.irsee@rail.gov.in)