



NORTHERN RAILWAY

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

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

Date: - 01.10.2025

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

Special Instruction No. (Eelet. RSO)-18/2025

Sub:- Monitoring of Footplating, Counseling and Grading of Loco Pilots.

Ref:- HQ Letter no-45-RS/LI/PRC/CC/Correspondence (e – 68469),dated 01.10.2025.

In reference to the above, Periodic Footplating, Counseling and Grading play a vital role in monitoring the driving skills of Loco Pilots and in identifying weak areas for further improvements. To achieve this objective, it is equally important to monitor the performance of CLIs so that Footplating, Counseling and Grading norms are followed scrupulously. The CMS already provides a facility to track the Loco Pilots due for Foot plating, Counseling and Grading.

During the review of a recent SPAD case in East Central Railway, Railway Board has taken a serious view of the large number of Loco Pilots running overdue for Footplating, Counseling and Grading. It has also been observed that Northern Railway ranks worst in terms of percentage of overdue counseling cases (copy enclosed).

In view of above, all CLIs over the FZR division are hereby instructed to counsel their allotted/non allotted running staff to conduct Footplating, Counseling and Grading as per norms and to update these parameters in CMS accordingly. The compliance report submitted to the Division Office for further appraisal and submission to HQ.

Jeel
1/10/25

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





NORTHERN RAILWAY

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

Date: - 01.10.2025

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

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

Special Instruction No. (Eelct. RSO)-17/2025

Sub:- Counselling and Monitoring of Newly Promoted Loco Pilot (Goods).

Recently, 36 Loco Pilot Shunters have been promoted as Loco Pilot (Goods) in the division. In view of the forthcoming foggy weather, it is essential that all newly promoted LPGs are imparted necessary **footplate, counselling, monitoring, and guidance** regarding safe train operations during foggy weather.

Accordingly, all nominated CLIs are hereby instructed to conduct a **minimum of four (04) trips of footplate inspections** for their newly promoted LPGs by **31.10.2025** to ensure safe and efficient train working during foggy weather.

Further, it must be ensured that all safety-related aspects and instructions are made available to the newly promoted LPGs, including signal location booklet, all corrigendum, Special instruction, shed orders etc. A list of nominations for CLIs to these newly promoted LPGs is enclosed herewith for necessary action. The compliance report submitted to the Division Office for further appraisal and submission to HQ.

D/a=As above

7064
01/10/25

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





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

Date: - 26.09.2025

DEE/OP/FZR

AEE/OP/FZR, AEE/RSO/LDH & AEE/Tt/ASR.

All CCC/ FZR, LDH, JUC & ASR.

All CLIs FZR Divn, CTC/FZR.

Special Instruction No. (Eleet. RSO)-16/2025

Sub:- Intensive monitoring of vulnerable crew by their nominated CLIs.

Ref:- I. This office letter of even no dated 06.12.2024.

II. HQ letter no-45-RS/9/Train Operation (e - 12964), dated 23.09.2025.

Vide above referred letter (i), instructions have already been issued to check **TWO** speedometer graphs per month of each nominated LP (50 graphs considering 25 LPs assigned to CLIs). To enhance peer to peer learning, instructions were issued on 22.08.2025, that each CLI will also do the audit of LPs assigned to another CLI (1 Speedo-graph per LP) in addition to existing practice of analyzing speed chart of his own LPs (@ 2 per LP per month). Subsequently, on **04.09.2025**, instructions were issued to check **FOUR** speedometer graphs per month of LPs working in DFCCIL sections.

Now, in order to further strengthen crew monitoring, CLIs are hereby instructed to identify and monitor **vulnerable crew** based on the following aspects:

- i. LPs involved in safety violations such as over speeding, SPAD, derailment on crew accounts, Micro sleep, BA positive cases etc.
- ii. Three consecutive speedometer graphs show poor driving skills e.g. late or abrupt breaking improper BPT/BFT etc.
- iii. Loco Pilots returning from stationary duties or prolonged absence from duty.
- iv. Crews have health issues or on heavy medication.
- v. Crew facing personal/family-related issues, as observed during interactions.
- vi. Any other noticeable observation in behaviors of the crew which may affect the safe working of train.

Accordingly, all CLIs over the FZR division are hereby instructed to check **FOUR** speedometer graphs per month of the identified LPs. New additions to the list of vulnerable crews should be made as per CLI observations any time; however, deletions from the list may be made only after a minimum of three months. CLIs should also submit the list of identified LPs to their respective concerned officers and CLI/SPM. The CLI/SPM must thereafter maintain a combined list and ensure close monitoring of such crew through the respective CLIs.

*7 Oct
26/9/25*

Sr. Divil. Elect. Engineer (OP)

N. Rly; Firozpur

Copy to- CMS In charge for necessary action.



NORTHERN RAILWAY

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

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

Date: - 24.09.2025

DEE/OP/FZR

AEE/OP/FZR, AEE/RSO/LDH & AEE/Tr/ASR.

All CCC/ FZR, LDH, JUC & ASR.

All CLIs FZR Divn. CTC/FZR.

Special Instruction No. (Eelet. RSO)-15/2025

Sub:- Precaution to be taken to observe speed restrictions.

Ref:- HQ letter no-45-RS/9/Train operation (e – 24499), dated 23.09.2025.

In reference to the above, there had been some instances where ERs were overlooked by the crew. This can have very serious consequences. In order to follow the speed restrictions religiously, following instructions are retreated:-

1. Before starting the journey: -

- I. While receiving caution order, crew must ensure that caution order belongs to their train.
- II. Crew should read and understand the caution order very carefully. In case a Loco Pilot is unable to understand the contents of the Caution Order, he shall call upon the Station Master to have it explained at roadside station and the Train Manager at Notice Stations.
- III. As per norms, ERs are mentioned in geographical order in the direction of movement of train. However, there may be violations of order by mistake. Therefore, this aspect should be checked carefully.

2. During the journey:

- I. While entering the block section, ALP should advise the LP about the ER in the block section indicating the name of block section, Km no. and speed potential. If there is no ER in block section, ALP will repeat that there is no ER in the block section to make this a regular practice. LP will also acknowledge the same.
- II. Engineering indicators (Caution indicator, Speed board & "T" board) are not required to be erected for short duration ERs. Therefore, ALP will alert the LP about the approaching ERs twice i.e two kilometers and one kilometer before.
- III. Both LP and ALP shall call out the engineering indicators loudly.
- IV. LP will acknowledge the approaching engineering indicators and apply brakes accordingly.
- V. In case LP is not taking any action to control the speed of train, ALP should apply emergency brake.

3. After the journey:

- I. In case, engineering indicators have not been erected or there is any irregularity, crew shall highlight in abnormalities during "Sign off".

All officers and CLIs over the FZR division are hereby instructed to counsel their allotted/non allotted running staff regarding Precaution to be taken to observe speed restrictions as per points mentioned above in this letter. The compliance report submitted to the Division Office for further appraisal and submission to HQ.

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24/9/25

Sr. Divil. Elect. Engineer (OP)

N. Rly; Firozpur

Copy to- CMS In charge for necessary action.





NORTHERN RAILWAY

Office of the Sr. DEE (OP),
N.R., DRM Office, Firozpur.
Date: - 24.09.2025

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

DEE/OP/FZR

AEE/OP/FZR, AEE/RSO/LDH & AEE/Tr/ASR.

All CCC/ FZR, LDH, JUC & ASR.

All Lobby In charges.

All CLIs FZR Divn, CTC/FZR.

Special Instruction No. (Eelect. RSO)-14/2025

Sub:- Uniformity of documents in Crew Booking Lobbies.

Ref:- 1. This office letter of even number dated 09.04.2025.

2. HQ letter no-45-RS/Crew Lobby/Policy (e-111544), dated 16.09.2025.

Vide under referred 1, the General Arrangement Drawing (GAD) of the lobby and the records required to be maintained therein were circulated with the objective of ensuring uniformity across all lobbies and avoiding duplication of work. However, during recent inspections by higher officers, it has been observed that registers used by LPs (such as the abnormality register) and those used by Crew Controllers (such as connectivity failure register) have been intermixed and stacked together on the same shelf. This creates confusion among the CCs and LPs.

In view of the above, all officers, CCCs, and Lobby In-charges of Firozpur Division are hereby instructed to ensure proper segregation of registers and further enhance the efficiency and uniformity of documentation across lobbies. For this purpose, the following system should be implemented:

1. **Color-coded system** should be adopted for identification of registers.
2. Registers primarily used by LPs should be placed at the **Front Desk**.
3. Registers used by **Crew Controllers** should be placed at the **Back Desk**.

This arrangement is expected to streamline lobby functioning, minimize confusion, and ensure uniformity in documentation across all lobbies.

A compliance report confirming implementation of the above instructions should be submitted to the Divisional Office for further appraisal to HQ.

7/24/25

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





NORTHERN RAILWAY

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

Date: - 10.09.2025

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

DEE/OP/FZR

AEE/OP/FZR, AEE/RSO/LDH & AEE/Tr/ASR.

All CCC/ FZR, LDH, JUC & ASR.

All CLIs FZR Divn, CTC/FZR.

Special Instruction No. (Elect. RSO)-13/2025

Sub:- Measures to be taken for smooth operation of train during festival Season 2025.

Ref:- HQ letter no- 40 RS/16/3/Kumbh Mela (e-226634), dated-01.09.2025.

In reference to the above, during the forthcoming festival season, a large number of special trains are planned to be operated to cater to the heavy passenger rush from different terminals of Northern Railway. To ensure smooth and safe train operations during this period, the following measures should be strictly implemented: -

1. All mandatory training, refresher courses, and PMEs for running staff should be completed before **20.09.2025**, so that adequate manpower is available for the operation of trains during the festival season.
2. In order to meet the increased operational requirements, leave of running staff should be suitably regulated between **20.09.2025 and 30.11.2025**.
3. Adequate rest of crew is essential for safe train operations. Running Room In-charges should plan for additional beds in running rooms during the above period to accommodate the expected increase in staff due to operation of Festival Special trains, if required.
4. CLIs should counsel running staff to avoid carrying line boxes during this period.
5. CCCs should ensure deployment of CLIs round the clock at crew booking lobbies for timely booking of crews, locomotives, etc.
6. As a large number of trains are expected to be originated from FZR Division, All CCCs may plan to keep locos and crew standby to meet the exigencies.

All Officers, CCCs, Lobby In-charges, and Running Room In-charges are hereby instructed to strictly comply with the above directions. As this is a **safety-related issue**, responsibility should be fixed and action taken against staff found negligent.

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12/9/25
Sr. Divil. Elect.Engineer (OP)
N. Rly; Firozpur



NORTHERN RAILWAY

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

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

Date: - 12.08.2025

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

Special Instruction No. (Eelct. RSO)-12/2025

Sub:- Critical Locations in different sections of NR

Ref:- HQ letter no- 45-RS/9/ Signal Visibility (e-303084), dated-16.06.2025.

In reference to the above, during inspections and interactions with CLIs & running staff, it has come to notice that there are certain critical locations in different sections where crew are expected to be more vigilant. These locations are vulnerable owing to sharp curvature/structures affecting visibility of signals, inadequate distance between successive signals, erection of signals on wrong side of track etc. A detailed list of these critical locations is annexed herewith.

In view of above, all officers and CLIs over Firozpur division are hereby instructed to counsel all allotted and non-allotted running staff to remain especially alert when approaching these locations, ensuring that they are fully prepared to stop the train well before a "Red Signal". It is also instructed that undertake SPM analysis and organize Physical/Virtual Ambush checks of these critical locations to ensure safe train operation.

Additionally, All CLIs are instructed to kindly arrange to provide a copy of this **Critical Locations in different sections** to each of them.

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12/8/25*

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

Copy to:- CMS In charge for necessary action.





NORTHERN RAILWAY

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

Date: - 07.08.2025

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.

Special Instruction No. (Eelet. RSO)-11/2025

Sub:- Monitoring of Periodical Rest for Loco Pilots (Goods).
Ref:- HQ letter no-Traction/40/RS/1/30/Safety/Instructions/3011, dated-31.07.2025.

In reference to the above, the Periodical Rest for Loco Pilots (Goods) are being monitored closely at HQ and divisional level. It has been observed that mandated four periodical rests/per month are not being consistently provided to Loco pilots (goods). This issue requires urgent attention to ensure compliance with prescribed rest norms, which are essential for the health, efficiency and safety of running staff operations.

In this regard, a copy of the 04 Periodical Rest (30hours)/per month record for the month of July'2025 (copy enclosed) for your kind perusal. The data indicates that Loco pilots (Goods) have not received the stipulated 04 Periodical Rest (30hours)/per month during the said month.

In view of above, all CCCs and Lobby In charge over Firozpur Division are hereby instructed to strictly monitor the situation closely to ensure that all Loco pilots (Goods) are granted their due periodical rests as per extant rules to avoid recurrence of such discrepancies. It is also instructed that send the status of 04 Periodical Rest (30hours)/per month of loco pilots (Goods) to this office by 2nd date of every month as below given performa:

Status of Periodical Rest (LPG) in month of.....				
Divn	Average PR of Div.	Lobbies	Avg. Nos. of PR/per LPG	Remarks

7/8/25
Sr. Divil. Elect.Engineer (OP)
N. Rly; Firozpur

Copy to:- CMS In charge for necessary action.

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NORTHERN RAILWAY

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

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

Date: - 06.08.2025

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

Special Instruction No. (Eelect. RSO)-10/2025

Sub: - Timely Reporting of UORs of loco to CTC/CNL/FZR

On 30.07.2025, during charge takeover of Loco No. 37320/LDH working Train No. 15708 at UMB station, PF No. 03 at 12:45 hrs, the Loco Pilot (LP) noticed that the loco had a previously booked Unusual Occurrence Report (UOR) stating:

- Cab-side tie-rod of wheel no. 03-04 welding from wheel no. 03 side was broken.
- Another UOR: "J bracket between wheels 3-5 & 7-9 was missing," and the brake rod was secured with GI wire.

The welding of the tie-bar associated with wheel no. 03-04 was reportedly attended during Trip Inspection (TI) at the Trip Shed/ASR, with a remark of "welding attended" dated 30.07.2025.

During underframe checking at UMB, the LP observed that the tie-bar was still secured with GI wire, but he could not assess the condition of the welding joint due to its location on the platform side. This was immediately informed to TLC/UMB, and the train departed from UMB at 13:00 hrs.

Upon arrival at DLI station, the locomotive was again attended by a technician, who verified the tie-bar secured with two GI wires, and permitted the locomotive to continue. The loco was then handed over to the outgoing crew/TDL, and the train departed from DLI at 17:37 hrs.

However, upon arrival at SBB (starter red signal), the outgoing LP sent photos to TLC/TDL and halted the train at GZB at 18:26 hrs, on the run-through signal of the mainline, as TLC/TDL did not permit the loco to continue in the same condition. The loco No. 37320/LDH was declared failed at 18:42 hrs, and the train finally departed GZB at 19:47 hrs with a relieved locomotive, resulting in heavy detention.

In view of the above, all Officers and CLIs over Firozpur Division are hereby instructed to strictly counsel all allotted and non-allotted running staff regarding any observation or prior UOR related to loco or load must be immediately communicated to CTC/CNL/FZR (Mobile Nos: 8146632811, 9875951826, 9779232482) As well as to other concerned departments without delay.

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21/8/25
Sr. Divil. Elect. Engineer (OP)
N. Rly; Firozpur



NORTHERN RAILWAY

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

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

Date: - 29.05.2025

DEE/OP/FZR

AEE/RSO/ASR

All CCC/ FZR, LDH, JUC & ASR

All CLIs FZR Divn, CTC/FZR.

Special Instruction No. (Eelet. RSO)-09/2025

Sub:- Additional Precautions during Light Engine working.

Ref:- HQ letter no.- 45-RS/13/Train Operation(E-24499), dated-28.05.2025

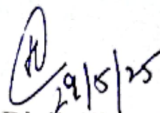
There has been a SPAD case in UMB division on 13.05.2025 by the crew of Light engine who passed the Gate signal in Red position and hit a road vehicle. Therefore, under-advertising steps are required to be taken immediately in order to arrest re-occurrence of such cases.

1. Locomotive brake application through SA-9 and A-9 should be checked before working a light engine. Light engine should not be worked by Crew/permitted by TLC in case brake application is not 100%.
2. To ensure the effectiveness of loco brakes, loco should not move on opening throttle with full application of the loco brakes with SA-9:
 - Conventional loco : Up to 650 A
 - Three phase locos : WAP-5-100KN
: WAP-7 & WAG-9-150KN
: WAG-12B-157KN
3. Loco brake (SA-9) should be used to control the speed of Light engine to stop well before the Red signal comfortably. On passing a signal at Yellow, crew should not apply A-9/RG/Dynamic brake.
4. Crew should control the speed of light engine strictly on the line of LOADED FREIGHT TRAINS while passing a signal at "Yellow".
5. Crew should work the Light engine as per speed defined by the divisions in different sections, if any.
6. In gradient sections, crew should be more attentive and functioning of RG/dynamic brake/Hand brake should be ensured while taking over charge of loco.
7. Crew should be categorically counsel on the exceptional aspects mentioned below:
 - a) Brake application in different class locomotives through synchronization is not uniform.

Details of same is enclosed herewith.

- b) Application of loco brake through synchronization does not take place if PVEF pedal switch is pressed by LP.
- c) RG/Dynamic brake gets disconnected on application of loco brakes with SA-9 or A-9.

All officers and CLIs must counsel their allotted/non allotted running staff regarding the points mentioned above in this letter. The compliance **report** submitted to the Division Office for further appraisal and submission to HQ.


29/5/25
Sr. Divil. Elect. Engineer (OP)
N. Rly; Firozpur





NORTHERN RAILWAY

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

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

Date: - 23.06.2025

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

Special Instruction No. (Eelct. RSO)-08/2025

विषय :- रनिंग स्टाफ से सम्बंधित ऑटोमैटिक सिग्नलिंग क्षेत्र में सुरक्षित ट्रेन ऑपरेशन करने हेतु G.R. 9.12 के यूनिफाईड सहायक नियम (USR)की अथॉरिटी मीमो के विषय में जानकारी तथा उनके दिशानिर्देश काउन्सलिंग करने के सम्बन्ध में।

- सन्दर्भ :-**
1. CELE/NR letter no.69-RS/21/FOG(computer no. 83101) date 13.09.2024.
 2. GM/NR letter no. 403-T/190/5/SR/Optg.21(Amendment Slip-209) date 12.09.2024.

दिनांक 12.09.2024 को महाप्रबंधक उत्तर रेलवे कार्यालय द्वारा संशोधन पत्र संख्या-209 जारी की गयी जिसमें ऑटोमैटिक सिग्नलिंग क्षेत्र में सुरक्षित ट्रेन ऑपरेशन करने हेतु मौजूदा G.R. 9.12 के S.R 9.12 /1 को हटा कर उनके स्थान पर यूनिफाईड सहायक नियम (USR) 9.12 /2 से 9.12/6 को ऐड करने तथा परिचालन अथॉरिटी मीमो T/D -912, T/B -912, T/E -912, T/A -912, T/C-912,T-369 (3b), T/B -602 व T-510 को शामिल करने हेतु निर्देश दिए गए हैं। इसमें रनिंग स्टाफ (LP, LPS & ALPs) से सम्बंधित ऑटोमैटिक सिग्नलिंग क्षेत्र में सुरक्षित ट्रेन सञ्चालन करने हेतु सिग्नल फेलियर होने, TFC होने तथा अन्य सम्बंधित फेलियर होने पर यूनिफाईड सहायक नियम (USR) दिशानिर्देश अनुसार स्टेशन मास्टर द्वारा जारी की जाने वाली परिचालन अथॉरिटी मीमो, प्रतिबंधित गति नियम तथा सम्बंधित की जाने वाली प्रक्रिया के विषय में जो सार है, उसका वर्णन निम्नलिखित दर्शाया गया है :-

USR no.	Description (विवरण)	Existing Authority & Speed (मौजूदा/पुरानी अथॉरिटी एवं गति प्रतिबन्ध)	Unified S.R. Authority & Speed (नये/यूनिफाईड सहायक नियम (USR) अथॉरिटी एवं गति प्रतिबन्ध तथा अन्य आवश्यक दिशानिर्देश)
S.R.9.12/1	ऑटोमैटिक ब्लॉक पद्धति में दो या अधिक ब्लाक सेक्शन के मध्य कोई एक अथवा कई सिग्नल फेल होने की दशा में कार्यवाही :-	---कोई नहीं---	1. SM द्वारा लोको पायलट को कोई अथॉरिटी नहीं दी जायेगी। 2. G.R.9.02 या G.R.9.07 का अनुपालन जैसा भी केस हो, उसके मुताबिक कार्य करें।
S.R.9.12/2 (A)	ऑटोमैटिक ब्लॉक पद्धतिमें सभी सिग्नल कुछ समय के लिए फेल हों, और संचार के साधन भी उपलब्ध हों, जो कि अधिक विलम्ब का कारण बनें, उसमे की जाने वाली कार्यवाही : (Prolonged Failure of Signals)	T/D-912, काशन ऑर्डर सहित। पहली गाडी की स्पीड = 25 KMPH, उसके बाद वाली गाड़ियों की स्पीड- नार्मल (सभी LC गेट को बन्द सुनिश्चित करते हुए)	1. Prolonged Signals Failure का निर्णय Sr.DOM/DOM द्वारा लिया जाएगा। 2. लोको पायलट को अथॉरिटी मीमो जो दी जायेगी- T/D 912. 3. पहली गाडी की स्पीड अधिकतम- 25 KMPH (दृश्यता साफ़ में)और 10 KMPH (दृश्यता साफ़ ना होने पर) रहेगी। 4. पुनर्गामी गाड़ियों की स्पीड लिमिट - सेक्शनल स्पीड रहेगी। 5. फेसिंग पॉइंट्स का स्पीड - प्रतिबंधित/15 KMPH. 6. सभी लेवल क्रासिंग गेट को रोड ट्रेफिक बन्द होनासुनिश्चित

	दीर्घ काल सिग्नल फेलियर होने की स्थिति में)		किया जाएगा । 7. गाड़ी का अगले स्टेशन पर रिसेप्शन होम सिग्नल off करके या कालिंग ऑन पर या मीमो T-369 (3b) पर किया जाएगा ।
S.R.9.12/2 (B)	ऑटोमैटिक ब्लॉक पद्धति डबल लाइन में सभी सिग्नल कुछ समय के लिए फेल हों, और संचार के साधन भी उपलब्ध ना हों, जो कि अधिक विलम्ब का कारण बने उसमे की जाने वाली कार्यवाही : (जब डबल लाइन में TFC होने एवं सभी सिग्नल कार्यरत ना हों)	अथॉरिटी -T/B-912 स्पीड लिमिट :- सीधी लाइन और दृश्यता साफ़ में- 25 KMPH और दृश्यता साफ़ ना हों तो -10 KMPH. दूसरी गाडी :- 15 मिन्ट के अंतराल में चलायी जायेगी । अगले रिसेविंग स्टेशन पर गाडी को पहले स्टॉप सिग्नल पर सिग्नल ऑफ करके रिसेव किया जाएगा बशर्ते गाडी सिग्नल पर आकर खड़ी हो ग है ।	1. लोको पायलट को जो अथॉरिटी मीमो दी जायेगी- T/B-912. 2. स्पीड लिमिट :- सीधी लाइन और दृश्यता साफ़ में- अधिकतम 15 KMPH और दृश्यता साफ़ ना हों तो - 10 KMPH. 3. पुनर्गामी गाड़ियों 25 मिन्ट के अंतराल में चलायी जायेगी । 4. अगले रिसेविंग स्टेशन पर गाडी को पहले स्टॉप सिग्नल पर रिसेव अथॉरिटी T-369 (3b) पर सक्षम कर्मचारी द्वारा पायलट करके किया जाएगा । 5. रियर एन्ड से यदि गार्ड /TM को प्रोटेक्शन करना पड़े तो 250 -500-510 मीटर पर पटाखे लगाकर करेगा । 6. सम्बंधित रोक सिग्नल (स्टार्टर) पर गाडी रोकने के बाद लोकोपायलट अथॉरिटी -T/B-912 को स्टेशन मास्टर को सौंप देगा ।
S.R.9.12/3	ऑटोमैटिक सेक्शन डबल लाइन में जब एक लाइन में अवरोध हो, परन्तु संचार के साधन मौजूद हों और सभी सिग्नल भी कार्यरत हों । (Temporary Single line working on double line)	(A) Wrong line से :- 1. T/A -912 2. PLCT & T/B-409 3. TC या TD-1425 4. Speed – पहली गाडी -25 KMPH पुनर्गामी गाड़ियों की स्पीड – नार्मल 5. सभी लेवल क्रासिंग गेट को रोड ट्रेफिक बन्द होंगे 6.अगले रिसेविंग स्टेशनपर गाडी को T-369(3b)पर रिसेव किया जायेगा	A) Wrong line से :- डबल लाइन पर अस्थाई सिंगल लाइन working का निर्णय Sr.DOM /DOM (incharge) द्वारा लिया जाएगा :- 1. लोको पायलट को जो अथॉरिटी मीमो दी जायेगी- T/E-912. 2. Speed – पहली गाडी – अधिकतम 25 KMPH से और पुनर्गामी गाड़ियों की स्पीड नार्मल (सेक्शनल) होगी । 3. लोको की फ्लैशर लाइट ON रहेगी . 4. लोको पायलट लगातार लोको हॉर्न बजाकर खंड के सभी गेटमैन तथा गैंगमैन को सतर्क करेगा और सभी लेवल क्रासिंग गेट को रोड ट्रेफिक के लिए बन्द होना सुनिश्चित भी करेगा । 5. लोको पायलट गाडी को सही लाइन के पड़ने वाले प्रथम रोक सिग्नल या गलत लाइन के प्रथम फेसिंग /ट्रेलिंग point या कोई शंट सिग्नल या अन्य किसी शंट सिग्नल/सिग्नल से पहले रोकेगा । 6. उसके बाद एक लम्बी सीटी बजाकर रिसेविंग स्टेशन के स्टेशन मास्टर को अवगत कराएगा । 7. स्टेशन मास्टर द्वारा अथॉरिटी मीमो T-510 पर पायलट करवा कर रिसेव किया जाएगा , सभी फेसिंग पॉइंट्स पर गाडी की स्पीड अधिकतम -15 KMPH होगी ।

		<p>(B) Correct line से</p> <ol style="list-style-type: none"> 1. T/A -912 2. PLCT & T/B-409 3. Speed - पहली गाडी - नार्मल पुनर्गामी गाड़ियों की स्पीड - काशन order सहित नार्मल /सेक्शनल स्पीड 4. सभी लेवल क्रॉसिंग गेट को रोड ट्रेफिक बन्द होंगे 5. अगले रिसीविंग स्टेशन पर गाडी को सिग्नल off करके/कालिंग on पर या T-369(3b) पर रिसीव किया जायेगा 	<p>डबल लाइन पर अस्थाई सिंगल लाइन working का निर्णय Sr.DOM /DOM (incharge) द्वारा लिया जाएगा :-</p> <p>(B) Correct line से :-</p> <ol style="list-style-type: none"> 1. लोको पायलट को जो अथॉरिटी मीमो दी जायेगी- T/E-912. 2. Speed - पहली गाडी - अधिकतम 25 KMPH से और पुनर्गामी गाड़ियों की स्पीड सिग्नल के आस्पेक्ट के अनुसार होवे और नार्मल (सेक्शनल) स्पीड भी परमिट की जा सकती है। 3. सभी लेवल क्रॉसिंग गेट को रोड ट्रेफिक के लिए बन्द होना सुनिश्चित भी करेगा। 4. लोको पायलट गाडी को प्रथम रोक सिग्नल या कोई सेमी आटोमेटिक या मैन्युअल स्टॉप सिग्नल पर रोक देगा। 5. अगले रिसीविंग स्टेशन पर गाडी को सिग्नल off करके/कालिंग ऑन सिग्नल पर या T-369 (3b) पर रिसीव किया जायेगा। सभी फेसिंग पॉइंट्स पर गाडी की स्पीड अधिकतम -15 KMPH होगी।
S.R.9.12/4	<p>ऑटोमैटिक ब्लॉक पद्धति सिंगल लाइन में जब सभी ऑटोमैटिक सिग्नल फेल हों और संचार व्यवस्था भी भंग हो, इस सन्दर्भ में की जाने वाली कार्यवाही : (TFC on single line)</p>	<p>संचार व्यवस्था खोलने जाने वाले LP को दी जाने वाली अथॉरिटी :-</p> <ol style="list-style-type: none"> 1. T/A -912 2. T/B-602 3. Speed - गाडी की स्पीड अधिकतम- 15 KMPH (दृश्यता साफ़ में) और 10 KMPH (दृश्यता साफ़ ना होने पर) 	<p>संचार व्यवस्था खोलने जाने हेतु LP को दी जाने वाली अथॉरिटी :-</p> <ol style="list-style-type: none"> 1. T/A -912 :- 2. T/B-602 3. Speed - गाडी की स्पीड अधिकतम- 15 KMPH (दृश्यता साफ़ में) और 10 KMPH (रात /दृश्यता साफ़ ना होने पर) 4. लोको की फ्लैशर लाइट ON रहेगी। 5. लोको पायलट लगातार लोको हॉर्न बजाकर खंड के सभी गेट में तथा गैंगमैन को सतर्क करेगा और सभी लेवल क्रॉसिंग गेट को रोड ट्रेफिक के लिए बन्द होना सुनिश्चित भी करेगा। 6. लोको पायलट सही लाइन के पड़ने वाले प्रथम रोक सिग्नल या गलत लाइन के अंतिम रोक सिग्नल , जो भी पहले पड़े उस पर रुक कर लम्बी सीटी बजाएगा। 7. अगले रिसीविंग स्टेशन पर गाडी को सिग्नल off करके/कालिंग ऑन सिग्नल पर या T-369 (3b) पर रिसीव किया जायेगा। 8. स्टेशन पर पहुँच कर लोको पायलट T/B-602 को स्टेशन मास्टर को सौंप देगा।

		<p>संचार व्यवस्था खुल जाने के उपरान्त LP को दी जाने वाली अर्थोरेटी :</p> <p>1. T/G -602 अप साइड या T/H -602 DN साइड के लिए </p> <p>2. T/F-602+ T/A -912+ काशन order</p> <p>3. Speed - पहली गाडी की स्पीड :- नार्मल /सेक्शनल पुनर्गामी गाड़ियों की स्पीड-अधिकतम 25 KMPH (दृश्यता साफ़ में) और 10 KMPH (दृश्यता साफ़ ना होने पर)</p> <p>4. दूसरी गाड़ियाँ 30 मिनट के अन्तराल में चलायी जाएँगी </p>	<p>संचार व्यवस्था खुल जाने के उपरान्त LP को सशर्त लाइन क्लियर हेतु दी जाने वाली अर्थोरेटी :</p> <p>1. T/G -602 अप साइड या T/H -602 DN साइड के लिए </p> <p>2. T/F-602 + T/A -912 + काशन आर्डर</p> <p>3. Speed - नार्मल /सेक्शनल</p> <p>4. लोको पायलट पड़ने वाले प्रथम रोक सिग्नल पर गाडी /लोको रोकेगा</p> <p>5. अगले रिसेविंग स्टेशन पर गाडी /लोको को सिग्नल off करके /कालिंग ऑन सिग्नल पर या T-369 (3b) पर रिसेव किया जायेगा</p> <p>6. स्टेशन पर पहुँच कर लोको पायलट T/F-602 को स्टेशन मास्टर को सौंप देगा </p> <p>7. अन्य गाड़ियाँ 30 मिनट के अन्तराल में चलायी जाएँगी </p>
<p>S.R.9.12/5</p>	<p>डबल लाइन पर सिंगल लाइन working होने पर : ऑटोमैटिक सेक्शन डबल लाइन में अवरोध हो, लेकिन संचार व्यवस्था बाधित हों और सभी ऑटोमैटिक सिग्नल भी फेल हों, लागू होने वाले नियम व अधिनियम : (Temporary Single line working on double line)</p>	<p>-----कोई नहीं -----</p>	<p>इस परिस्थित में S.R.9.12/4 (TFC on single line) के नियमों के अनुपालन के अलावा निम्नलिखित अर्थोरेटी भी लोको पायलट को दी जाएँगी :</p> <p>(A) :- सही लाइन से संचार व्यवस्था खोलने जाने वाले ट्रेन /लोको के लोको पायलट को प्रस्थान करने पर :-</p> <p>1. प्रस्थान स्टेशन से : T/A -912 (सक्षम रेल सेवक के हाथ सिग्नलद्वारा पायलटिंग करवाते हुए अंतिम रोक सिग्नल तक) तथा काशन आर्डर प्रतिबंधित गति सहित जारी किया जाएगा </p> <p>2. Speed - गाडी/लोको की स्पीड अधिकतम- 25 KMPH (दृश्यता साफ़ में) और 10 KMPH (रात में /दृश्यता साफ़ ना होने पर) होगी </p> <p>3. लोको पायलट लगातार लोको हॉर्न बजाकर खंड के सभी गेटमैन तथा गैंगमैन को सतर्क करेगा और सभी लेवल क्रॉसिंग गेट को रोड ट्रेफिक के लिए बन्द होना सुनिश्चित भी करेगा </p> <p>4. लोको पायलट अगले पड़ने वाले प्रथम रोक सिग्नल से पहले अपनी गाडो /लोको को रोकेगा </p> <p>5. रिसेविंग स्टेशन पर गाडी /लोको को प्रथम रोक सिग्नल को off करके रिसेव किया जाएगा मेन सिग्नल off ना होने की स्थिति में कालिंग ऑन सिग्नल पर या T-369 (3b) पर रिसेव किया जा सकता है , स्टेशन मास्टर द्वारा निर्धारित किया जाएगा </p>

			<p>5. सभी फेसिंग पॉइंट्स पर गति अधिकतम -15 KMPH होगी </p> <p>(B) :- गलत लाइन से संचार व्यवस्था खोलने जाने वाले ट्रेन /लोको के लोको पायलट को पर्यवेक्षण करने पर :-</p> <p>1. प्रस्थान स्टेशन से अथॉरिटी : T/A -912 तथा T-511 (सशम रेल सेक्टर के हाथ सिग्नल द्वारा द्वारा पायलटिंग करवाते हुए अंतिम रोक सिग्नल तक)</p> <p>2. Speed - गाडी/लोको की स्पीड अधिकतम- 25 KMPH (दृश्यता साफ में) और 10 KMPH (रात में /दृश्यता साफ ना होने पर) होगी </p> <p>3. लोको पायलट लगातार लोको हॉर्न बजाकर खंड के सभी गेटमैन तथा गैंगमैन को सतर्क करेगा और सभी लेवल क्रॉसिंग गेट को रोड ट्रेफिक के लिए बन्द होना सुनिश्चित भी करेगा </p> <p>4. लोको पायलट सही लाइन के पड़ने वाले प्रथम रोक सिग्नल या गलत लाइन के अंतिम रोक सिग्नल , जो भी पहले पड़े उससे पहले अपनी गाडी /लोको को रोकेगा </p> <p>5. रिसेविंग स्टेशन पर गाडी /लोको को अथॉरिटी T-510 पर रिसेव किया जाएगा </p> <p>6. सभी फेसिंग पॉइंट्स पर गति अधिकतम -15 KMPH होगी </p>
S.R.9.12/6	ऑटोमैटिक ब्लाक सिस्टम में जब सेक्शन सिंगल लाइन में संचार व्यवस्था मौजूद हो लेकिन ट्रेफिक मूवमेंट की दिशा प्रमाणित (Established) ना हो ऐसी स्थिति में लागू होने वाले नियम व अधिनियम	<p>1. PLCT</p> <p>2. T/A -912</p> <p>3. काशन आर्डर</p> <p>4. Speed - पहली गाडी की स्पीड :- अधिकतम -25 KMPH पुनर्गामी गाड़ियों की स्पीड- नार्मल /सेक्शनल</p>	<p>1. S.R.9.12/2(A) के सभी नियमों का अनुपालन किया जायेगा </p> <p>2. अथॉरिटी : T/D -912 (प्रस्थान प्राधिकार तथा आटोमैटिक सिग्नलों को ON की हालत में पास करने की अथॉरिटी)</p> <p>3. काशन आर्डर सशर्त प्रतिबंधित गति </p> <p>4. Speed - पहली गाडी/लोको की स्पीड अधिकतम- 25 KMPH दृश्यता साफ में और 10 KMPH रात में /दृश्यता साफ ना होने पर होगी पुनर्गामी गाड़ियों की स्पीड नार्मल (सेक्शनल) होगी </p> <p>5. सभी फेसिंग पॉइंट्स पर गति अधिकतम -15 KMPH होगी </p> <p>6. लोको पायलट लगातार लोको हॉर्न बजाकर खंड के सभी गेटमैन तथा गैंगमैन को सतर्क करेगा और सभी लेवल क्रॉसिंग गेट को रोड ट्रेफिक के लिए बन्द होना सुनिश्चित भी करेगा </p> <p>7. अगले रिसेविंग स्टेशन पर गाडी /लोको को सिग्नल off करके या कालिंग ऑन सिग्नल पर या T-369 (3b) पर रिसेव किया जायेगा </p>

New Revised Authorities (Form) in connection with Unified S.R.9.12 are as under :-

Authority/ Form no.	Subject matter/reason for regarding issuing Authority	Authority & Rule and regulations under mentioned	Special Instructions
T/A-912	Authority to pass Automatic/Semi-Automatic/Manual Stop signal/Gate Stop Signal.	1. Authorization to pass all Automatic/Semi-Automatic/Manual Stop	If Authority/Form no./A-912 is served to LP along with T/B-602, then in that case

		<p>signal/Gate Stop Signal in ON position between two stations.</p> <p>2. Caution Order with restricted speed 25/10 KMPH according to visibility and also restricted speed 15 KMPH on all facing points.</p>	<p>speed limit in T/B -602 i.e.15 KMPH shall be followed.</p>
T/B-912	<p>Authority for working trains during total interruption of communication /obstruction online in Automatic Block system.</p>	<p>1. Authority to proceed without a clear line.</p> <p>2. Circumstances under which this authority is given</p> <p>3. Caution Order with restricted speed 15/10 KMPH according to visibility and also restricted speed 15 KMPH on all facing points.</p>	<p>Loco Pilot/Motor man/Train Manager proceeding on this authority must observed the instructions mentioned at the back side of this Form.</p>
T/C-912	<p>Authority to proceed for relief Engine/Train an Automatic Block Signaling Section.</p>	<p>1. Authority to Proceed into obstructed block section.</p> <p>2. Caution Order with restricted speed 15/10 KMPH according to visibility and also restricted speed 15 KMPH on all facing points.</p>	<p>----NIL----</p>
T/D-912	<p>Authority for working of trains during Prolonged Failure in Automatic Block System.</p>	<p>1. Authority to proceed into Automatic block section.</p> <p>2. Authorization to pass all Automatic/Semi-Automatic/Manual Stop signal/Gate Stop Signal in ON position between two stations.</p> <p>3. Caution Order with restricted speed 25/10 KMPH according to visibility situation and also restricted speed 15 KMPH on all facing points.</p>	<p>----NIL----</p>
T/E-912 (New added)	<p>Authority for temporary Single Line Working on Double Line in Automatic Block System.</p>	<p>1. Line Clear Ticket.</p> <p>2. Authority to pass Signals in ON Position on Wrong Line with caution order.</p> <p>3. Caution Order with restricted speed 25 KMPH subject to observance of other speed restrictions in force.</p> <p>4. Authority to pass all Signals (Automatic/Semi-Automatic/Manual Stop signal/Gate Stop Signal) in ON Position on Right Line with caution order.</p> <p>5. Caution Order with</p>	<p>★ :- Strike out whichever is not applicable.</p> <p>★★ :- Strike out when ever is not applicable.Loco Pilot/Motor man /Train Manager proceeding on this authority must observed the instructions mentioned at the back side of this Form.</p>

		restricted speed 25 KMPH subject to observance of other speed restrictions in force.	
T-369 (3b)	Authority to pass Signals in 'ON' or Defective position.	1. Authority to pass defective Outer /Home/Inner Home/ Routing Starter/Adv. Starter/IBS signal in Signals in Absolute section and Automatic/Semi-Automatic/Manual Stop signal/Gate Stop Signal in ON Position in Automatic Block System 2. Caution Order with restricted speed 15 KMPH.	Loco Pilot/Motor man/Train Manager proceeding on this authority must observed the important instructions mentioned at the back side of this Form.
T B-602	Authority for opening Communication during Total Interruption of Communication on Single Line Section.	1. Authority to proceed Without Line Clear for Light Engine /Self-propelled Vehicle. 2. . Authority to pass Signals in 'ON' position 3. Caution Order with restricted speed 15/10 KMPH according to visibility situation. 3. Line clear Enquiry Message. 4. Conditional Line clear Message.	★ Strike out for Automatic Block Signaling. 2. Loco Pilot/Motor man proceeding on this authority must observed the important instructions mentioned at the back side of this Form.
T-510	Authority to receive a train on a Non-Signaled Line.	1. Authority to proceed to train/Loco on a Non-Signaled Line. 2. Proceed with cautiously restricted speed 15 KMPH with piloting by competent rail servant as instructions	----NIL----

अतः मंडल के सभी CLIs उक्त नये /यूनिफाईड S.R.(सहायक नियम) अथॉरिटी मीमो एवं वर्णित गति प्रतिबंधों तथा अन्य आवश्यक दिशानिर्देश जिनका आटोमेटिक सेक्शन में ट्रेन ऑपरेशन करते समय अनुपालन किया जाना है, उनके बारे में अपने अपने नामित लोको पायलट, शंटर/ईटी तथा सहा.लोको पायलटस को गहन काउन्सलिंग करें और उनका ज्ञानवर्धन करें।
CLIs लॉबी duty के दौरान sign on /sign off करने वाले LP तथा ALPs को भी काउन्सलिंग करें, ज्यादा से ज्यादा इस सम्बन्ध में सेफ्टी सेमिनार करें।

जी.ए. 24/06/21
वरिष्ठ मंडल विधुत अभियंता(ओ.पी.)
उत्तर रेल्वे, फिरोजपुर

आपके सूचनार्थ हेतु एवं आवश्यक कार्यवाही हेतु :-

1. CMS/In- Charge/FZR
2. CTC/FZR



NORTHERN RAILWAY

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

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

Date: - 17.05.2025

DEE/OP/FZR

AEE/RSO/ASR

All CCC/ FZR, LDH, JUC, ASR, PTK, JAT, SVDK, BDGM &BJPL,
All CLIs FZR &JAT Divn, CTC/FZR &JAT.

Special Instruction No. (Elect. RSO)-08/2025

Sub:- Additional Precautions to Curb SPAD cases.

Ref:- HQ letter no.- 147-Elect/TRS/6/2,dated-15.05.2025

There has been a SPAD case on 13.05.2025 at 19.31 hours by the crew of Light engine where Gate signal was in Red position and Gate was opened for road traffic in CDG-UMB section of UMB division. There is down gradient of 1:168 in the section.

Event recorder data reveals that distant signal indicating "Yellow" aspect was passed at 83 Kmph speed, Red Gate signal at 72 Kmph speed and Level crossing at 44 Kmph speed. Subsequently, a road vehicle passing from level crossing was hit and light engine stopped passing level crossing about 200 meters ahead. This incident reflects the gross negligence on part of LPG and ALP. Therefore, under mentioned steps are required to be taken immediately in order to arrest re-occurrence of such cases.

1. Crew run details reveal that LP was on Sick leave from 27.11.2024 to 20.12.2024. Further, he was on leave, LR or utilized in stationary duty due to his illness except some trips of working. In such cases, it should be ensured that in case a LP joins line duty after a gap of more than one month, he should be booked along with Co-LP or CLI for the first two trips in each section.
2. LP has not given any declaration regarding medicines being taken by him. Medicine Performa should be filled properly, and opinion of Railway Doctor should also be obtained.
3. ALP did not act timely to arrest this SPAD case. To boost confidence in ALPs, CLI should be deputed to check whether ALPs are applying emergency brake in case LP is not following the speed limit ion passing a signal at "Yellow". CLIs may advise the LPs to delay the application of brakes to check the alertness of ALP. However, it may be kept in mind to stop the train well before Red signal.
4. SPM data analysis should also include cases of light engine working.

It should also be made clear to all crew that there is only one cardinal truth for them. SIGNALS HAVE TO BE OBSERVED IN ALL CASES. RED SIGNAL MEANS STOP. YELLOW MEANS

(Handwritten signature)



SPEED DOWN TO 30/50 KMPH. This basic, simple and direct message must be drilled into all crew and CLIs. Nothing more is required.

All officers and CLIs must counsel their allotted/non allotted running staff regarding the points mentioned above and CCC/Lobby In charge must take necessary action against their points concerned 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



NORTHERN RAILWAY

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

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

Date: - 06.05.2025

DEE/OP/FZR

DEE/TRD & RSO/JAT

AEE/RSO/ASR

All CCC/ FZR, LDH, JUC, ASR, PTK, JAT, SVDK, BDGM &BJPL,
All CLIs FZR &JAT Divn, CTC/FZR &JAT.

Special Instruction No. (Elect. RSO)-07/2025

Sub:- Critical locations - Inadequate Distance among the signals

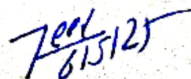
Ref:- HQ letter no.- 45 RS/9/Signal Visibility (e- 303084), dated-05.05.2025

Please find enclosed here with the copy of the referred letter, vide which HQ office has issued Critical locations - Inadequate Distance among the signals. As per IRSEM Para 7.1.15 (b), every Multiple Aspect Signal required to display a "Caution" aspect must be placed at an adequate distance of at least 1 km from the next signal in advance (copy enclosed) to provide sufficient margin to Loco Pilot to stop the train comfortably well before signal at Red.

During review of SPAD case at Amausi (AMS) station in CNB-LKO section of LKO division occurred on 11.11.2024, it came to notice that there was only 646 meters distance between Gate Signal and Home signal of Amausi (AMS) station. Despite inadequate distant, distant signal aspect has not been restricted when Home signal is Red. Distance signal displays "Double Yellow" aspect and Gate signal "Single Yellow" aspect when Home signal is "Red". Such vulnerable locations might exist in other divisions of NR. All CLIs are instructed to -

1. Review your nominated section(s).
2. Identify and furnish details of **critical signal locations** where:
 - o The **distance between two signals** is less than 1 km as per IRSEM Para 7.1.15 (b), and/or
 - o The **signal visibility** is obstructed due to **curves, structures, or other hindrances**.

The above details must be compiled and a **compliance report** submitted to the Division Office by 10.05.2025 as well as a soft copy, for further appraisal and submission to HQ.


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

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



NORTHERN RAILWAY

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

No.1-RS/SI/Sr.DEE/OP/Lobby /2024

Date: - 16.04.2025

All CCCs/ FZR, LDH, JUC & ASR
All Lobby In charge FZR Divn,

SPL/Instruction No - 06/25

Sub:- Running staff found BA positive.

Ref:- HQ letter no.- 131-T/0/RS/BA/2017 (Computer no. 64946), dated-11.04.2025.

Please find enclosed here with the copy of the referred letter, vide which HQ office has issued a Running staff found BA positive. The period between a Running staff member testing BA positive and the receipt of their blood test report has been treated as "LEAVE" in some divisions, as highlighted in HQ PNM.

In view of the above, all CCC & Lobby In - charge are instructed that once a staff is found BA positive and blood sample is sent for medical examination, staff should be utilized on non-running duties till the blood report is received. Efforts should be made to collect medical reports at the earliest.

Further, reformative aspects and punishment norms in BA positive cases should be followed as per Railway Board letter no. 2001/Safety-1/23/4 dated 27.11.2001. A compliance report on the implementation of these instructions needs to be submitted to the division office for further appraisal to HQ.

Red
16/4/25

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

Copy to- AEE/RSO/ASR for kind information and n/a.





NORTHERN RAILWAY

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

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

Date: - 09.04.2025

AEE/RSO/ASR

All CCC/ FZR, LDH, JUC & ASR

All Lobby In charge FZR Divn,

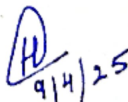
Special Instruction No. (Elect. RSO)-05/2025

Sub:- General Arrangement Drawing of Crew Booking Lobbies and uniform documentation therein.

Ref:- HQ letter no.- 45-RS/Crew Lobby/Policy (e-111544), dated-02.04.2025.

Please find enclosed here with the copy of the referred letter, vides which HQ office has issued a General Arrangement Drawing (GAD) of Crew Booking Lobbies and uniform documentation therein. All CCC & Lobby in charge are instructed to take necessary action for the implementation of the above instructions.

In view of the above, all CCC & Lobby In charge should plan the lobbies as per GAD so as to ensure seamless booking of running staff and to maintain uniformity in the functioning of lobbies. The compliance report after implementation of the above standard arrangement (GAD) should be submitted to the division office for further appraisal to HQ.


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



NORTHERN RAILWAY

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

Date: - 17.04.2025

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

AEE/RSO/ASR
All CCC/ FZR, LDH, JUC & ASR
All Lobby In Charge FZR Divn & CTC/FZR

Special Instruction No. (Eelet. RSO)-04/2025

Sub: -Report of the Standing Multi-Disciplinary committee and Recommendations on the grievances of loco running staff.

Ref: - HQ letter No- 45 RS/9/Train Operation (C. No. 24499), Dated- 08.04.2025.

In reference to the above, the Railway Board has approved some instructions pertaining to running staff. Summary of same is as under-

- E. Deployment of ALP in High-Speed trains:** Railway Board had earlier approved deployment of ALP having footplate experience of 60,000 KMs in High-speed trains up to 130 KMPH speed for one year on **trial basis** up to **09.12.2025**. Now, Railway Board has approved provision of ALP having footplate experience of 60,000 KMs in high-speed trains up to speed of 130 KMPH on **Regular Basis**.
- F. Deployment of ALP in MEMU trains:** Railway Board has approved deployment of ALP in MEMU trains operating for distance exceeding 200 KMs.
- G. Provision of CVVRS:** Provision of CVVRS in locomotive is not a breach of privacy.
- H. Deployment of FSD:** RB has approved deployment of FSD in normal weather. This provision has already been implemented in NR and FSDs are issued throughout the year.

All CCC & Lobby in charge are instructed to take necessary action for the implementation of the above instructions. The compliance report should be submitted to this office for further submission to HQ.

*Recd
17/4/2025*

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

- Copy to:-1. Sr DEE/Tr/JAT for kind information please.
2.DEE/OP/FZR for Kind information and n/a.
3. DEE/TRD&RSO/JAT for Kind information and n/a.



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


Special Instruction No. (Elect. RSO)-03/2025

Sub:- Analysis of CVVRS data and action thereof.
Ref:- HQ letter no.-230-Elect/TRS/112 (CVVRS), dated-18.02.2025.

In reference to the above, CVVRS is an important management tool to analyze the working of the crew remotely. At present CVVRS is functioning in 461 locomotives. some cases of loss of alertness including micro sleep have come to notice during analysis of CVVRS recording.

All CLIs are instructed to analyze at least one case of CVVRS daily irrespective of any Division/Zone crew and reports of these analyses must be submitted to Sh. Sarbjit Singh, CMS In-charge FZR, so that further appropriate action against faulty ALP/LP/CLI may be taken at the division office by giving exemplary punishment including issuing of a major charge sheet so that it may act as a deterrent for other running staff.

Additionally, all CLIs are also instructed to counsel all the running staff about the dangers of alertness and micro sleep.


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

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



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

Special Instruction No. (Eeclt. RSO)-02/2025

विषय :- Counselling and Monitoring of LP & ALPs to avoid Micro Sleep during train working in Wee Hours.

सन्दर्भ :- As per HQ. Analyses report send on date. 09.02.2025.

उपरोक्त विषय के सम्बन्ध में सभी CLIs को अवगत कराया जाता है कि रेलवे बोर्ड द्वारा जुलाई-2023 से जनवरी 2025 तक की अवधि के CVVRS रिकॉर्डिंग के विश्लेषण में गाडी संचालन के दौरान चालकदल के 24 मामले सूक्ष्म नींद (Micro Sleep) में होने के पाए गए हैं, जो कि अधिकतर WEE hours में हुए हैं, जिन्हें रेलवे बोर्ड एवं प्रधान कार्यालय द्वारा बेहद गंभीरता से लिया गया है। विगत दिनों DFCC रूट के टुंडला-खुर्जा सेक्शन में रात्रि पहर में मालगाड़ी कार्य करते हुए लोको पायलट द्वारा सूक्ष्म नींद (Micro Sleep) में जाने की वजह से SPAD की घटना भी घटित हुई थी। लोको पायलट एवं सहा. लोको पायलट का गाडी संचालन करते समय सूक्ष्म नींद (Micro Sleep) में जाना सुरक्षित ट्रेन संचालन के लिए बेहद खतरनाक है, जिस कारण किसी अप्रिय घटना (SPAD, डिरेलमेंट इत्यादि) के घटित होने का अंदेशा / सम्भावना अक्सर बनी रहती है।

सूक्ष्म नींद (Micro Sleep) से बचाव एवं सतर्कता सुनिश्चित करने के लिए मंडल के सभी CLIs को निर्देशित किया जाता है कि वे अपने-अपने नामित लोको पायलटों तथा सहा. लोको पायलटों को काउन्सलिंग करें कि :

1. घर पर एवं रनिंग रूम में पूर्ण विश्राम करें, रेस्ट के घंटों में अपने आप को अन्य कार्यों में व्यस्त ना करें, कोई अंडर रेस्ट duty पर ना आर्यें, रनिंग रूमों में विश्राम घंटों के दौरान मोबाइल फोन का इस्तेमाल ना करें।
2. LP तथा ALPs विशेषकर रात्रि पहर में गाडी संचालन करते समय आईडल ना रहें, कोई ना कोई एक्टिविटी करते रहे, आपस में आने वाले सिगनलों को FSD में प्रदर्शित दूरी के अनुसार बार बार कलिंग आउट करते रहें, ताकि सूक्ष्म नींद ना आये।
3. LP तथा ALPs मार्ग के सभी सिगनलों का कालिंग आपस में पूरी निष्ठा के साथ ऊँची एवं साफ़ आवाज में सिग्नल की तरफ हाथ उठाकर नियमानुसार दोहराते रहें, ताकि शारीरिक एक्टिविटी बनी रहे।
4. जब LP/ALP को लगे कि सुस्ती आ रही है तो ठण्डे पानी से मुंह धो लें, छींटे मारें या सीट से खड़े हो जाए या चने / टॉफी इत्यादि खा लें।

सभी लॉबी इंचार्ज, लोको पायलट आदेश पुस्तिका के माध्यम से सभी LP तथा ALPs को अवगत कराएँ।

मंडल के सभी CLIs रात्रि पहर में अधिक से अधिक नाईट फुटप्लेट करें और चालकदल की गतिविधियों पर पैनी नजर रखें। यदि कोई नामित अथवा गैर नामित LP/ALP ट्रेन संचालन में सूक्ष्म नींद झपकी लेता पाया जाता/मिलता है तो उसे चिन्हित करके उस पर विशेष ध्यान रखें और मंडल कार्यालय को अवगत कराएँ। उक्त काउन्सलिंग की रिपोर्ट दिनांक 22.02.2025 तक मंडल कार्यालय में अवश्य भिजवायें।

संलग्न :- 01 (संदर्भित शीट)।

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

प्रतिलिपि:

1. पी.एस. डीआरएम/फ़िरोज़पुर।
2. मुख्य विधुत अभियन्ता उ. र.
3. एडीआरएम फ़िरोज़पुर।
4. व. मंडल संरक्षा अधिकारी, फ़िरोज़पुर।

कृपया सूचनार्थ।



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

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

Special Instruction No. (Eelet. RSO)-01/2025

Sub:- Commissioning/shifting of the Signals.

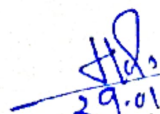
Ref:- HQ letter No-45-RS/9/Train Operation(C.No. 12964,Dated- 15.01.2025.

In reference to the above, large numbers of Yard remodeling/NI works are getting commissioned. This also involves relocating signals. In many cases, re-location of signals takes place by more than 500 meters. There have been two SPAD cases just after completion of Yard remodeling/NI works in Delhi and FZR divisions over NR. Detail of same is given below:

- a) Crew of BGTN/CHM load passed Home Signal of Ladhawal station of FZR division on 09.01.2025 where Home signal had been shifted 1500 meters earlier from its old location.
- b) The crew of train no. 14085 passed Home signal of Patelnagar station (PTNR) of DLI division on 07.03.2023 where Home signal had been shifted approx. 900 earlier from its old location.

The occurrence of such cases is a serious cause of concern. Therefore, it becomes very important to follow the G&SR 3.26 provisions mentioned in Annexure-1. In addition, divisions should ensure to follow under mentioned aspects to avoid repetition of such cases:-

- 1) Copy of Green notice should be displayed prominently in all lobbies and acknowledgement from all LPs and ALPs should be received before commissioning date of signals. This may also be circulated to adjoining lobbies as per crew beats. The same should be made available to all concerned CLIs also.
- 2) Nominated CLIs should inform the LPs on this aspect. In addition, CLIs should be deployed round the clock to counsel the staff during "Sign on" so that all staff are covered before commissioning date of new signals.
- 3) The lobby in charge will be responsible for mapping of FSD routes to update the all FSD sets
- 4) All CCC/Lobby in charge will be responsible for the necessary corrigendum of signal location booklet regarding new location of signals should be circulated before commissioning of signals.


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