



NORTHERN RAILWAY

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

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

Date: - 23.10.2025

DEE/OP/FZR

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

All CCC/ Lobby In charge FZR, LDH, JUC & ASR.

All CLIs FZR Divn, CTC/FZR.

Special Instruction No. (Eelect. RSO)-19/2025

Sub:- Control of detention to trains on crew account resulting in loss of punctuality
Ref: - As discussed in morning conference.

In reference to the above, it has been observed that during the last two to three months, several trains have been detained in the division due to issues **related to khana boxes and the loading/unloading of parcels**. The detention of trains on crew account is increasing day by day due to the following reasons:

1. Loco Pilots are reporting the non-loading of their khana boxes at the time of train departure instead of informing in advance upon arrival of the loco/train. Therefore, all Crew Controllers (CC) and Punctuality CLIs are hereby instructed to ensure the timely loading of khana boxes on trains. In case of such failures in the future, the concerned CCs and Punctuality CLIs will also be held responsible.
2. It has been observed that in some cases, trains are being stopped short or beyond the platform, resulting in the rear SLR being out of platform limits and causing delays in loading operations.
3. If any malfunction or operational issue with the Fog Pass Device is observed during train operations or footplate inspections, it must be reported immediately.
4. Such incidents should be communicated promptly to the concerned lobby in-charge.
5. The lobby in-charge must ensure that the issue is conveyed to the AMC contractor/concerned contractors without delay for necessary corrective actions.

In view of the above, all CLIs over FZR Division are hereby instructed to counsel their allotted and non-allotted running staff to strictly adhere to the instructions mentioned at S.No. 1 and 2. The compliance report shall be submitted to the Divisional Office for further appraisal and onward submission to HQ.

Teel
23/10/25
Sr. Divil. Elect. Engineer (OP)
N. Rly; Firozpur

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



NORTHERN RAILWAY

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

Date: - 31.10.2025

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

DEE/OP/FZR

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

All CCC/ Lobby In charge FZR, LDH, JUC & ASR.

All CLIs FZR Divn, CTC/FZR.

Special Instruction No. (Eelct. RSO)-20/2025

Sub:- **Prevention of SPAD; SPM analysis by CLIs.**

Ref: - HQ letter no-45-RS/9/SPM Analysis (e-317399), dated 29.10.2025.

In reference to the above, During interactions with CLIs and running staff, it has been observed that crew often utilize their Periodical Rest (30 hours PR) time to attend to personal or domestic responsibilities, leaving them unable to take adequate rest at home. Consequently, they feel uncomfortable while operating **first night train after availing PR**. Lack of proper rest may adversely affect concentration, potentially leading to incidents such as SPAD or over looking of engineering restrictions. Similarly, crew who have availed more than **30 hours rest at out station** and/or crew operating **4th night train in continuation** are also vulnerable to commit mistakes. Therefore, it becomes necessary to monitor this aspect.

In view of the above, all officers and CLIs over Firozpur Division are hereby instructed to analyse the SPM data pertaining to crew operating under these conditions-

- Crew booked in night duty after 30 hours rest at HQ,
- Crew booked after 30 hours rest at outstation, and
- Crew operating the fourth consecutive night train.

A list of such trains, compiled from crew links, is enclosed herewith for ready reference. On similar lines, all in charges may also identify freight crew for analysis of their SPM data. The instructions contained in this letter are in addition to the earlier instructions issued on SPM analysis vide above-referred letters.

The compliance report shall be submitted to the Divisional Office for further appraisal and onward submission to HQ.

7006
31/10/25

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

Copy to: - CLI/SPM for necessary action.



NORTHERN RAILWAY

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

Date: - 12.11.2025

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

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

Special Instruction No. (Elect. RSO)-21/2025

- Sub:** - Loco Pilots working on EMU/MEMU/DEMU trains.
Ref: -1. HQ letter no 45-RS/Running staff/Pt. VI, dated 07.11.2025.
2. Railway Board Letter No 2014/M (L)/467/3 DATED 15.10.2014.
3. HQ letter no-230-Elect/TRS/116/Vol-XXVII, dated 15.07.2025.
4. This office letter even no, dated 17.04.2025.

In reference to the above, a recent SPAD and unusual incident involving Train No. 68733 (MEMU) dashed in rear with N/MDIT in Bilaspur Division (SECR) has been reported. At present, 157 Loco Pilots (Passenger) are available in the division, out of which 93 LPPs are Aptitude Test qualified.

Vide referred letter (ii), instructions have already been issued that all Loco Pilots (Passenger) working on EMU/MEMU/DEMU trains must be Aptitude Test qualified.

In view of the above, all officers and CCC/in-charges over Firozpur Division are hereby instructed that NO Loco Pilot (Passenger) to be deployed on EMU/MEMU/DEMU trains unless they are Aptitude Test qualified.

Further, in exigencies where Loco Pilot (Goods) are officiating to work on EMU/MEMU/DEMU service, it should be ensured that they are competent and duly authorized in accordance with Vide referred letter (iii).

Additionally, Assistant Loco Pilots (ALPs) shall be deployed in MEMU trains operating for distances exceeding 200 KMs.

7001
12/11/25

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

- Copy to:** - 1. PS to DRM for kind information of worthy DRM/FZR.
2. CEE/OP/NR for kind information please.
3. DEE/OP/FZR for kind information and necessary action.





NORTHERN RAILWAY

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

Date: - 12.10.2025

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

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

Special Instruction No. (Elect. RSO)-21/2025

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Ref: -1. HQ letter no 45-RS/Running staff/Pt. VI, dated 07.11.2025.

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Additionally, Assistant Loco Pilots (ALPs) shall be deployed in MEMU trains operating for distances exceeding 200 KMs.

Elect
12/10/25

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

Copy to: - 1. PS to DRM for kind information of worthy DRM/FZR.
2. CEE/OP/NR for kind information please.
3. DEE/OP/FZR for kind information please.





NORTHERN RAILWAY

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

Date: - 12.10.2025

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

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

Special Instruction No. (Elect. RSO)-21/2025

Sub: - Loco Pilots working on EMU/MEMU/DEMU trains.

Ref: -1. HQ letter no 45-RS/Running staff/Pt. VI, dated 07.11.2025.

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Vide referred letter (ii), instructions have already been issued that all Loco Pilots (Passenger) working on EMU/MEMU/DEMU trains must be Aptitude Test qualified.

In view of the above, all officers and CCC/in-charges over Firozpur Division are hereby instructed that NO Loco Pilot (Passenger) to be deployed on EMU/MEMU/DEMU trains unless they are Aptitude Test qualified.

Further, in exigencies where Loco Pilot (Goods) are officiating to work on EMU/MEMU/DEMU service, it should be ensured that they are competent and duly authorized in accordance with Vide referred letter (iii).

Additionally, Assistant Loco Pilots (ALPs) shall be deployed in MEMU trains operating for distances exceeding 200 KMs.

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121*

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

- Copy to:** - 1. PS to DRM for kind information of worthy DRM/FZR.
2. CEE/OP/NR for kind information please.
3. DEE/OP/FZR for kind information and necessary action.



Northern Railway

Headquarters Office
Baroda House
New Delhi
Date: 07.11.2025

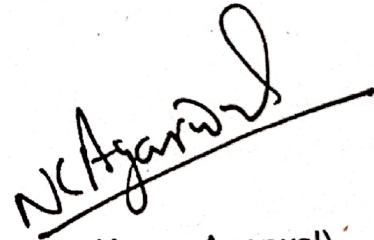
No. 45-RS/Running Staff/Pt. VI
Divisional Railway Manager
Northern Railway
Firozpur

Sub: Loco Pilots working on EMU/MEMU/DEMU trains.
Ref: (i) Railway Board's letter No. 2014/M (L)/467/3 dated 15.10.2014
(ii) This office letter No. 230-Elect/TRS/116/Vol-XXVII (e-316472)
dt.15.07.2025

In view of the recent SPAD and unusual incident involving Train No. 68733 (MEMU) with N/MDIT in SECR, it is reiterated that all **Loco Pilots (Passenger)** working on **EMU/MEMU/DEMU** trains must be **Aptitude Test qualified** as per extant instructions issued vide Railway Board's letter referred at (i) above.

Further, in exigencies where Loco Pilots (Goods) are officiating to work on EMU/MEMU/DEMU services, it should be ensured that they are competent and duly authorized in accordance with Headquarters letter cited under reference (ii).

It is advised to ensure that all Loco Pilots under your control who are working on EMU/MEMU/DEMU trains fulfil the above requirements, and necessary records are maintained accordingly.



(Naveen Kumar Agarwal)
Chief Electrical Engineer/Operations

Copy to: PCEE and PCSO: for kind information please.

Northern Railway

Headquarters Office
Baroda House
New Delhi

No. 230-Elect/TRS/116/Vol-XXVII (e-316472)

Dated: 15.07.2025

Divisional Railway Manager,
Divisional Railway Manager's Office
Northern Railway
DLI, FZR, JAT, LKO, MB & UMB

Sub: Officiating by Loco Pilot Goods to operate EMU/MEMU/DMU trains

Ref: Railway Board letter no.97/Safety-I/11/9 dated 25.03.2015

Railway Board vide above referred letter had issued guidelines for working of Mail/Express trains by Loco Pilot (Goods) in emergency. However, there are no specific instructions available for working of EMU/MEMU/DMU trains.

In order to streamline the system, Divisional Electrical/RSO Officers should prepare a panel in of adequate number of Loco Pilots (Goods) to work EMU/MEMU/DEM U trains. **Panel of such LP(Goods) should be drawn duly screening them by Traction and Safety Officers.** This panel should be utilized to work MEMU/EMU/DEM U trains in situations arising due to vacant posts or when the division is unable to conduct selections/suitability owing to administrative or other constraints. Effort should be made to fill the vacancies of LPP.

Panel should be prepared from amongst the **Loco Pilots (Goods) holding 'A' grade, subject to fulfilment of the following conditions:**

1. The Loco Pilot should have successfully completed the **Technical and Transportation Promotional Course (CPPM/PE-4/MP-3)**
2. The Loco Pilot should have **competency certificate to work EMU/MEMU/DMU trains issued by Divisional Electrical Engineer-RSO/OP.**
3. The Loco Pilot should have cleared the **Aptitude Test for EMU/MEMU/DMU train operations.**
4. The learning road of a Loco Pilot, who is to work EMU/MEMU/DMU trains, should be reviewed and certified by the nominated CLI with **special focus to ensure that the Loco Pilot is conversant with halts, EMU stop boards, DJ open and close boards, and other relevant signals and local features.**

The list of empanelled Loco Pilots should be maintained at the Divisional Office as well as at all crew booking lobby. These guidelines should be followed strictly to ensure safe train operation.

Digitally Signed by Naveen
Kumar Agarwal



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

No.2014/M (L)/467/3

New Delhi, dt.15.10.2014

General Managers,
All Indian Railways.

Sub: Aptitude Test (earlier Psychological Test) in Department Selections.

Ref.: (i) Rly.Board's letter No. E (NG)I-2002/PM1/31 dated 22.08.2003 and 29.03.2005.

(ii) Rly.Board's letter No. E (NG)I-2002/PM1/31 vol.II dated 20.03.2007.

(ii) Inspection notes of Dir./Safety-III in FZR Div.on dated 08/09.08.2014

Your kind attention is drawn to Board's letters (copy enclosed for ready reference) referred to above wherein directions were given to Zonal Railways in connection with Aptitude Test (earlier Psychological Test) in Department Selections. However, it has come to Board's notice that the instructions issued are not being followed by Zonal Railways. Zonal Railways should ensure that Aptitude Test be carried out before deploying Loco Pilot/Motorman of EMU/MEMU/DEMU.

It is once again advised that instructions regarding Aptitude Test (earlier Psychological Test) in Department Selections issued by Board are scrupulously followed by Zonal Railways.

DA-As above

to 3rd 15-10-14

(Vivek Kumar)
Exec. Dir. Mech. Engg. (Tr.)
Railway Board



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. (Eeect. 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.

7004
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

Headquarters Office,
Baroda House,
New Delhi

No. 45 RS/9/Train Operation (C. No. 24499)

Date 08.04.2025

Sr DEE/OP/RSO/Tr,
DRM Office,
JAT, FZR, UMB, DLI, MB & LKO

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

Ref: Railway Board letter no. 2024/Elect.(TRS)/138/7(Com) (3476271) dated
04.04.2025

Railway Board vide above referred letter has approved some instructions
pertaining to running staff. Summary of same is as under:

- 1. 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 upto 130 Kmph speed for one year on **trial basis** upto **09.12.2025**. Now, RB has approved provision of ALP having footplate experience of 60,000 KMs in high speed trains upto speed of 130 KMPH on **Regular Basis**.
- 2. Deployment of ALP in MEMU trains:** RB has approved deployment of ALP in MEMU trains operating for distance exceeding 200 KMs.
- 3. Provision of CVVRS:** Provision of CVVRS in locomotive is not a breach of privacy.
- 4. 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.

Divisions are requested to follow the instructions approved by Railway Board.
Copy of the Railway Board letter is enclosed for ready reference.

D/A - As above

(Kamal Kant Rastogi)

Digitally Signed By
Kant Rastogi

Date: 08-04-2025 15:39:45

Reason: Approved





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



New Delhi, Dated : 04.04.2025

No. 2024/Elect.(TRS)/138/7 (Com)(3476271)

General Managers,
All Zonal Railways

Sub: Report of the standing multi disciplinary committee to deliberate, engage with federations and submit holistic recommendations on the grievances of loco running staff and issues raised by recognized unions.

Ref: Railway Board's Order No. ERB-I/2024/23/41 dated 26.07.2024

1.0 Railway Board, vide Order under reference has constituted a multi-disciplinary standing committee comprising of EDEE(RS)-II (convener), ED/Safety/EE, ED/TT/S, EDE(N) & ED/Traffic/RDSO to deliberate, engage with federations and submit holistic recommendations on the grievances of loco running staff and issues raised by recognized unions.

2.0 The recommendations of the committee on following TOR items have been accepted by Board (M/T&RS) & (M/OB&D) and DG/Safety & DG/HR:

(a) ToR (i) Review the definition of High-Speed Trains from existing 110 kmph in view of most of the sections being upgraded to 130 kmph:

ToR (ii) Deployment of ALPs in trains up to (including) the speed of 130 kmph:

Committee has recommended revision in the definition of High-speed trains from existing 110 kmph to 130 kmph. Deployment of ALPs in trains up to (including) the speed of 130 kmph can accordingly be done on a regular basis. However, foot plate experience of at least 60000 KM shall be essential for deployment of ALP on such Trains. Passing of Promotional Course to LPG shall not be mandatory requirement for deployment of ALP on coaching trains having speed above 110 kmph and up to 130 kmph (inclusive). However, for deployment on Trains above 110 kmph, the existing requirement of qualifying the CADAT (Computer Aided Drivers Aptitude Test) for LPMs shall continue.

The subject of allowances was not part of TOR of the Committee and therefore not deliberated. No change in the existing policies is therefore considered.

(b) ToR (iii) Deployment/non-deployment of co-pilot in EMU/MEMU trains:

The Committee has recommended provision of an ALP in MEMU (but Not in EMU). MEMUs operating for distances exceeding 200 km or more have been

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रेल भवन, रायसीना मार्ग, नई दिल्ली - 110001

considered for deployment of ALPs. MEMU links can also be reviewed and rationalized for implementation as per the recommendation of 'High Power Committee' dated 28.11.2016 (duty hours of running staff for all Mail/Express trains). The requirement of ALPs can be met between divisions by crew balancing and unmet requirements can be indented through crew reviews.

Sections where AWS/KAVACH has been provided, provision of ALP in MEMU is not necessary.

(c) ToR (iv) Legislation of break for meal and attending natures call:

Legislation of breaks for meal and attending nature's call is not operationally feasible.

(d) ToR (v) Would provision of CVVRS in loco cabs breach privacy?

Provision of CVVRS in locomotive cab is not a breach of privacy. CVVRS will serve the purpose of assistance and support to the crew in post event analysis. It does not cause any additional workload on the crew, thus is only a tool for enhancing operational effectiveness and ensure safe running of trains.

(e) ToR (vii) Review requirement of carrying fog safe device in normal weather.

Committee considers Fog Safe Device as useful tool with Loco Pilot which assists for the location of the signal and therefore recommends its use in normal weather also as safety aid.

3.0 Zonal Railways are advised to take necessary action for implementation of the accepted recommendations above.

विकाश आनंद
4.4.25

(विकाश आनंद)

निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)

फ्लोर सं : 4, कमरा सं. : 452

रेलवे बोर्ड

टेली : 011- 47845425

ई मेल: vikashanand.irsee@gov.in

Copy for information to:

- (i) General Secretary, AIRF, 4, State Entry Road, New Delhi-110055
- (ii) General Secretary, NFIR, 3, Chelmsford, New Delhi - 110055.

for Principal Executive Director/IR.



NORTHERN RAILWAY

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

Date: - 12.11.2025

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

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

Special Instruction No. (Eelect. RSO)-22/2025

Sub: - Loco Pilots working on EMU/MEMU/DEMU trains.

Ref: -1. HQ letter no 45-RS/Running staff/Pt. VI, dated 07.11.2025.

2. Railway Board Letter No 2014/M (L)/467/3 DATED 15.10.2014.

In reference to the above, a recent SPAD and unusual incident involving Train No. 68733 (MEMU), which dashed in rear with N/MDIT in Bilaspur Division (SECR), has been reported. At present, 157 Loco Pilots (Passenger) are available in the division, out of which 93 LPPs are Aptitude Test qualified. As a result, the operation of EMU/MEMU/DEMU trains has been adversely affected.

Accordingly, the following trains are being transferred from one lobby to another on a temporary basis, as detailed below:-

S.No	Train No	Exiting Lobby	Transferred to
1	Train no- 74934/35,74932/33,74940/39 and 74935/36.	FZR	JUC
2	Train No-74646/45	JUC	LDH

In view of the above, all concerned in-charges are instructed to ensure strict compliance with the above instructions to ensure smooth and safe train operations.

7006
12/11/25

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

- Copy to:** - 1. PS to DRM for kind information of worthy DRM/FZR.
4. CEE/OP/NR for kind information please.
5. DEE/OP/FZR for kind information and necessary action.



NORTHERN RAILWAY

Office of the Sr. DEE (OP),
N.R., DRM Office, Firozpur.
Date: - 10.12.2025

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)-24/2025

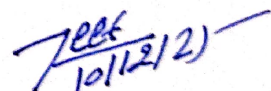
Sub: - Performance Monitoring of CLIs.

**Ref: - 1. HQ letter No. No.45-RS/LI/PRC/CC/Correspondence, Dated-06.04.2023.
2. This office even letter no, dated 11.04.2023.**

Instructions had circulated detailed guidelines for monitoring CLIs and parameters for monitoring the Monthly performance of CLIs to ensure safe train operation vide 516-M/O/M-I/ Special Drive/23, dated 11.04.2023.

In accordance with these guidelines, all CLIs over FZR division are instructed to relay their movement on daily basis to CTC control without fail. CTC control should also monitor the movement of CLIs on daily basis. A monthly report of the performance of CLIs as per parameters and periodicity should be sent to CTC Control office.

Further, all officers involved in crew operations are advised to review monthly performance of CLIs as per the parameters and periodicity specified in the proforma enclosed herewith


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

Copy to:- ADRM/FZR for kind information please.





NORTHERN RAILWAY

Office of the Sr. DEE (OP),
N.R., DRM Office, Firozpur.
Date: - 10.12.2025

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. (Eelet. RSO)-25/2025

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

Ref: - HQ letter No. 45-RS/Running staff/Train Operation, Dated-10.12.2025.

Please find enclosed the directives issued by Railway Board as well as HQ regarding maximum speed limit for Double Yellow (YY) and Yellow (Y) aspect of the signals by Loco Pilot (Train Crew).

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

GR 3,07 Description of distant signals and their restrictive indication.

Aspect	Indication
Caution	Proceed and be prepared to stop at the next stop signal.
Attention	Proceed and be prepared to pass next signal at such restricted speed as may be prescribed by special instructions. GR 3.08 Description of stop signal and their restrictive indication.

GR3.78: Prescribes duties of engine crew in respect of signals as under:

(1) (a) The Loco Pilot shall pay immediate attention to and obey every signal whether the cause of the signal being shown is known to him or not.

(1) (b) The Loco Pilot shall not, however, trust entirely to signals, but always be vigilant and cautious.

GR 4.08 (2) The Loco Pilot shall:

(a) regulate and control the running of the train according to the Working Time Table, so as to avoid either excessive speed or loss of time and

(b) not make up between any two stations more time than is allowed in this behalf in the Working Time Table, and shall also observe all speed restrictions

2. As per the provision of the operating manual, "every loco pilot of a train while starting from the starting station must verify the adequacy of brake power as certified in the train examination document. In addition, he must, conduct a feel test to ensure that the train brake respond to the brake application. In case of failure, he will report to the control and bring his train to as directed by control- The train shall move only after the defect has been rectified-"
3. Further in case of foggy/inclement weather instruction contained in the Railway Board's letter no. 98/Safety(A&R)/19/16 dated 11.10.2023 (letter enclosed) should be followed. The letter defines the precautions to be taken by the Loco Pilot with regard to the maximum speed to be

AD
DEE/OP



followed in foggy/inclement weather for different systems of working and exercising his overriding judgment at all times.

4. The crew (LP and ALP) shall be counseled to not exceed the speed limits indicated in the Table below while passing the signals depicted therein, duly observing the aspect of the next signal ahead and acting accordingly, while considering the brake power of the formation, gradient and visibility of signals or any other condition which may further put restriction.

The guidelines for maximum speed at double yellow and single yellow aspect of the signal (RDSO letter ref(iii)) are applicable for level gradient and adequacy of brake power. In case of steeper gradients, instruction contained in the RDSO report referred in boards letters no.2022IElect(TRs)/13/1(Safety Misc) dated 02.02.2023 should be followed by division. The instructions define the procedure of controlling and dos & don'ts while working on different stretches of down/up gradient.

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

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

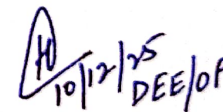
Above instructions shall be applicable for inter-signal distance of 1km or more. In case of inter-signal distances less than 1km, more restrictive speeds can be prescribed by existing instructions.

All officers and CLIs over the FZR division are hereby instructed to counsel their allotted/non allotted running staff regarding **Maximum speed limit for YY and Y aspect of the signals by Loco Pilots (Train Crew)** as per points mentioned above in this letter.

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

The compliance report submitted to the Division Office for further appraisal and submission to HQ.

D/A=21


10/12/25
DEE/OP
Sr. Divil. Elect.Engineer (OP)
N. Rly; Firozpur

Copy to:- ADRM/FZR for kind information please.

Northern Railway

Headquarters Office
Baroda House
New Delhi
Dated: 10.12.2025

No. 45-RS/Running staff/Train Operation

Divisional Railway Manager
Northern Railway
D.R.M. Office
JAT, FZR, UMB, DLI, MB & LKO.


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

Ref: Railway Board's letter No. 2024/Elect (TRs)/113/10(speed res) dt.09.12.2025

Please find enclosed the directives issued by Railway Board regarding maximum speed limit for Double Yellow (YY) and Yellow (Y) aspect of the signals by Loco Pilot (Train Crew).

Kindly bring these directives into the notice of all concerned, for immediate implementation.

DA: As above


(Ashutosh Pant) 10.12.2025
Principal Chief Electrical Engineer



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



2025 International Year
of Cooperatives

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

New Delhi, Dated: 09.12.2025

General Managers,
All Zonal Railways

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

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

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

GR 3.07 Description of distant signals and their restrictive indication.

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

GR 3.08 Description of stop signal and their restrictive indication.

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

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

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

GR 4.08 (2) The Loco Pilot shall:

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

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

Rail Bhawan, Raisina Road, New Delhi - 110001



3. Further in case of foggy/inclement weather instruction contained in the Railway Board's letter no. 98/Safety(A&R)/19/16 dated 11.10.2023 should be followed. The letter defines the precautions to be taken by the Loco Pilot with regard to the maximum speed to be followed in foggy/inclement weather for different systems of working and exercising his overriding judgment at all times.

4. The crew (LP and ALP) shall be counseled to not exceed the speed limits indicated in the Table below while passing the signals depicted therein, duly observing the aspect of the next signal ahead and acting accordingly, while considering the brake power of the formation, gradient and visibility of signals or any other condition which may further put restriction.

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

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

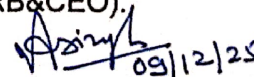
S. No	Type of Stock	Maximum Speed at YY	Maximum Speed at Y
1	Vande Bharat/ Vande Metro	110 kmph	90 kmph
2	Coaching stock including MEMU/ DEMU	100 kmph	60 kmph
3	Freight Stock	55 kmph	40 kmph
4	Light engine/ Tower Wagon (8 wheeler)	90 kmph	60 kmph
5	EMU	90 kmph	60 kmph

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

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

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

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


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

Rail Bhawan, Raisina Road, New Delhi - 110001

NORTHERN RAILWAY

(62)

No. 424-T/O/Safety/Fog signal/2021-22

Date- 29.10.2025

DRM Office,
Firozpur.

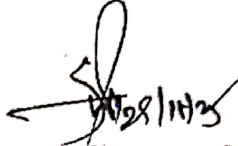
All TT's/SS over Firozpur Division.
CHC/Incharge, CHC/TT, CHC/Block,
Chief Instructor/DTTC/FZP, All Lobbies & all TMCs.

Sub:- Train Operation during Foggy & inclement weather-Precautions.

Ref:- COM/G/NR Letter No. 403-T/Fog/ Instructions/Circular/OPTG/14/Pt-III/224 dated
27.10.2025.

उपरोक्त विषय के संबंध में आपको सूचित किया जाता है, कि COM/G/NR द्वारा प्राप्त पत्र सलंगन कर, आपके अवलोकन एवं आवश्यक कार्यवाही हेतु भेजा जा रहा है।

DA: 07


कृत्रे वरिष्ठ मंडल परिचालन प्रबंधक,
मंडल कार्यालय, फिरोजपुर

प्रतिलिपी: (i) DRM/FZR सूचनार्थ हेतु सादर प्रेषित।

(ii) ADRM/Infra/FZR सूचनार्थ हेतु सादर प्रेषित।

(iii) Sr. DSO/FZR, Sr. DSTE/FZR, Sr. DEN/C,I,III, HQ/FZR, Sr. DME/C&W/FZR,
Sr. DEE/TRD/FZR, DOM/M/FZR, AOM/M/FZR, AOM/C/FZR, AOM/G/FZR, AO/ASR,
SD/LDH सूचनार्थ एवं अग्रिम कार्यवाही हेतु सादर प्रेषित।

Northern Railway

Operating Department
Head Quarter Office
Baroda House, New Delhi

No. 403-T/Fog/Instructions/Circular/OPTG/14/P1-III/224

Dated: 11/0/2025

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

28/10
ADPM
SY.DOM
SY.DSO
SY.DSTE

Operating Safety Circular No. 01/2025

Sub: Train Operation during Foggy & inclement weather-Precautions.
Ref: Railway Board's letter no. 98/Safety (A&R)/19/16, Dated 10/10/2025.

Railway Board has issued the instructions for precautions in Train Operation during Foggy & Inclement weather vide letter referred above. In view of above, following instructions are hereby issued to be followed by all divisions of NR.

(A) Infrastructure/Additions/Alterations:

(i) Provision of Fog Safe Device (FSD):-

Reliable Fog Safe Devices, if available, may be provided to the Loco pilots in all Locomotives running in fog affected areas during fog. Placement of detonators under conditions as prescribed in Para E(ii) shall be dispensed with, where reliable Fog Safe Device is available and is in working order.

(ii) Modification of Automatic Signaling System:

Introduction of Modified Automatic Signaling System as per G.R. 9.01 (3) & (4) and G.R 9.03 (3) and (4) & G.R 5.18 and SRs their under to be followed strictly.

(B) Works to be completed before foggy weather to strengthen Rail Infrastructure:

- i. Adequate supply of detonators to be ensured.
- ii. Lime marking across the track at the Sighting Board (or at Distant Signal in case of Double Distant Signals) must be done.
- iii. All Signal Sighting Boards, Whistle Boards, W/L Boards, fog signal posts and busy vulnerable level crossing gates which are accident prone should either be painted or provided with yellow/black luminous strips. The work of repainting for their proper visibility should be completed before onset of winter/foggy season.

- iv. Lifting barriers at busy level crossings, where necessary, to be provided with Yellow/Black luminous indication strips.
- v. The new existing SLRs are already being fitted with LED based flasher tail light, therefore, the existing SLRs with fixed Red lights should also be modified and fixed with LED lights. This will be a very important step to ensure safety in foggy weather. The Railways should undertake this work on war footing. When the train is held up in Automatic territory (on double or multiple sections) in abnormal situation including fog, the Train Manager will put the LED light to on position. This will be in addition to Flashing Red Tail Lamp.
- vi. It should be ensured that retro reflective strip in Sigma shape for identification of stop signal be provided as per existing instructions.

(C) The following points are to be kept in mind during operation of trains in foggy weather:

i. **Reduced Movements During Fog:-**

Rationalization of movements in the Coaching yards, approach to terminals, and at/near terminals etc. has to be done to reduce pressure on congested areas; this may be achieved by reduction in loco changes, reduced shunting, etc. and cancellation of trains. 20% reduction in movements during the fog has to be ensured i.e. by reduced movement of locos from and to shed, shunting in major yards, etc. and mainly by cancellation of trains -Mail/Express and Passenger trains running in and via Delhi area as also up to an equal no. also in other fog affected sections (other than the trains passing via Delhi area) to be proposed to be cancelled. A review be done the Zonal Head Quarters with the Divisions with mutual consultation to identify which Mail/Express and Passenger trains are to be cancelled and proposals sent to the Coaching Directorate, Railway Board. This will also help in tackling extra requirement of Loco pilots/Assistant Loco pilots and Train Managers for changing en-route on sections where there is abnormal increase in duty hours of crews. This will also increase availability of spare rakes to cater to late running of trains.

- ii. PME/Refresher Training and other Safety/Promotional Courses of Loco pilots/Assistant Loco pilots and Train Managers in ZRTI/STCs, etc. who become due between 15th December and 31st January should be completed by 15th December.
- iii. Fog affected divisions should review the crew changing locations. In view of increased hours on road, the divisions may create infrastructure at new/additional crew changing locations. Simultaneously the loco/crew/rake links be reviewed during the period of fog. All crews (Loco Pilots, Assistant Loco Pilots and Train Managers) on stationary duty should be utilized for train working especially during fog.
- iv. The instructions on all matters including cancellation of train be made applicable from 20th December to 31st January. However, the provisions herein may be implemented earlier or extended if the fog sets in early before 20th December and continues beyond 31st January respectively as the case may be.

(D) Visibility Test Object (VTO):-

- i. The check of adequacy of visibility through the VTO is to guide the SM so as that he can decide when detonators are to be placed to warn the Loco Pilot of the location of an approach Stop Signal.
- ii. VTO for Semaphore Signaling and for two aspect CLS: -

The VTO may be the light (or arm by day) of a Starter Signal (where exists) or the back light of the Home Signal etc. as defined in GR 3.61(2)(b). In such cases, the VTO is normally located 300-350 meters at a place from where it is to be seen by the SM. During foggy or tempestuous weather, when such a VTO is not seen by the SM, it shall determine that fog has set in.

Note: The Visibility Test Object to be defined in the SWR of stations, which qualify for placement of detonators, should be on each end of a station (for Junction stations there may be more than two VTOs).

- iii. Prescribed VTO for Multiple Aspect Colour Light Signaling: -

(a) Stations with MACLS shall have a prescribed VTO located at a distance of 180 meters from a nominated location where the SM shall stand.

(b) When a prescribed VTO is not visible from 180 meters or more during dense fog, the SM shall not use his discretion as per GR 3.61(2)(a) but will arrange to place the detonators to warn the Loco Pilot, unless specified otherwise in these Instructions.

Note: - There should be one Visibility Test Post in MACLS territory (at stations which qualify for placement of detonators) located at a distance of 180 meter from the place where at the SM shall normally stand to see the prescribed VTO.

- iv. When the VTO (or the prescribed VTO) provided under conditions laid down is not visible to the Station Master, he shall take action as under: -

(a) Ensure that signals are lit during night as well as during day in Semaphore Signaling sections when visibility is impaired due to fog, and VTO is also lit.

(b) Observe the VTO before granting Line Clear to a train.

(c) In case prescribed VTO is not visible take action as under: -

- Depute fog signalman with detonators to place detonators in situations prescribed under para (E) (ii) at 270-280 metres from the first stop signal to inform in advance the location of this signal to the Loco Pilot of the approaching train.
- Engineering Department will make all efforts to provide fog signalman.

21/5

- No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train.

(d) Provisions given as per GR 5.18 to be followed strictly and no train to be advanced beyond the Starter, or beyond Intermediate Starter Signal where these exists, up to the Advance Starter at stations which do not have track circuiting in this zone.

(E) Necessity of Placement of Detonators: -

(i) Where Not Necessary to Place Detonators: -

It is not necessary to place detonators to indicate 'location of a Stop signal' to the Loco Pilot in following circumstances: -

- a) In sections where a reliable Fog Safe Device has been provided on Locomotives;
- b) Where adequate pre-warning is provided; i.e. at stations where double distant signals are provided;
- c) Where maximum speed allowed in the station section is upto 15 kmph even at stations where pre-warning signal is not available, but a Warning Board exists;
- d) Where speed of the section is less than 50 KMPH (but more than 15 kmph) and the first signal of a Station is not a stop signal;
- e) In Automatic Signaling territory;
- f) On Gate Signal;
- g) On Departure Signal;
- h) At the site(s) of Temporary Speed Restriction imposed due to maintenance of Track/OHE/Signal.

(ii) Where it is necessary to Place Detonators: -

The Detonators should be placed at 270 meters short of the First Stop Signal at stations detailed as under: -

- (a) At 'A' class stations where Warner exists -- Detonators to be placed short of Home signal and not the Warner;
- (b) At 'B' class station equipped with Lower Quadrant Signals -- Detonators to be placed short of Outer signal.
- (c) In Multiple Aspect Signaling, where single Distant Signal is provided- Detonators to be placed short of Home signal.

Note: The Fog Signal Posts will be provided only at stations where there may be a requirement for placing detonators. Such post may, therefore, be shifted suitably based on the above mentioned position(s).

(F) Precautions by Loco Pilot: -

The Loco Pilot shall take action in regard to speed of the train during fog as under:-

- (i) During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he control the train so as to be prepared to stop short any obstruction; this speed shall in any case not be more than 75 kmph.
- (ii) Loco Pilot to whistle frequently to warn the gateman (where provided) and road users of an approaching train at level crossings.
- (iii) In Absolute Block System the speed should not exceed 75 kmph as detailed at item (i) above.
- (iv) In Automatic Block Territory the speed will be subject to the judgment of the Loco Pilot as mentioned in item (i) above and shall not exceed as under-
 - a) After passing Automatic stop signal at 'Green', the speed not to exceed 75 Kmph.
 - b) After passing an Automatic stop signal at 'Double Yellow', the speed not to exceed 30 Kmph.
 - c) After passing an Automatic stop signal at 'Yellow', the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal.

Note (i) In case fog safe device is not available in locomotives or the device fails enroute the maximum speed of 75 Kmph as indicated above shall be reduced to 60 Kmph or less in double distant/automatic signaling territory subject to judgment of Loco Pilot. On all other sections the maximum speed of 75 Kmph shall be reduced to below 50 Kmph or at a speed which the Loco Pilot is able to control the train, whichever is less {SR:3.61/4(ii)(c)}

Note (ii) As provided under GR 4.16 (1) (b) a red tail lamp of approved design displaying a flashing red light, during day or night, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle.-

Note (iii) First Stop Signal location kilometer chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table.

Note (iv) Prevailing Fog situation should be advised to Crew & Train Manager in lobby during "Sign ON".

(G) Precautions by Train Managers: -

When a train has, without any apparent cause been kept standing at the first stop signal for more than 15 minutes, the Train Manager shall, irrespective at whether the cause is

(13)

apparent or not, shall be vigilant and must follow the rule laid down in GR 4.44, 6.03 & 9.10.

- (H) **Provision of Fog Huts:** - To provide shelter from cold and rain to the fog signalmen on duty, fog huts should be erected near the place where fog signalmen would be required to perform their duty.
- (I) **Focusing and cleaning of signals:**- This aspect should be covered in the inspections by the supervisory staff.
- (J) **Head Lights:**-In all loco Sheds, it should be ensured that head lights of Locomotives are focused properly and their bright.
- (K) **Whistle/Horns of Loco:**- Whistle/Horns of all locomotives should be in perfect working conditions and audibility should be checked.
- (L) **In automatic signalling territory:** - When modified automatic signaling system is interlocked and visibility is not clear due to fog the loco pilot shall comply with SR3.61/4 (ii). However, in case of clear visibility he shall run the train at maximum permissible speed subject to any other temporary or permanent speed restrictions in force [SR 3.61/4(iii)].
- (M) **Fog Signal Posts should be properly marked and maintained:** - Fog signal posts should be erected at all stations, 270 meters in rear of the First Stop Signal except at stations which do not qualify for placement of detonators. [SR 3.61/1 (b) (ii)].
- On electrified sections:** - OHE masts 270 meters in rear of the First Stop Signal on either direction are painted in the direction of traffic at a height of 3 feet from rail level, one foot wide white band with two circular Red marks of the size of a detonator to serve as fog signal posts [SR 3.61/1 (b) (i) & (ii)]
- (N) **Fog Signal Register:**- Fog signal register is to be maintained properly, clearly mentioning the commencement and clearing time of the fog along with duration. This information should be relayed to control promptly. Proper record of detonators should also be maintained in the fog signal register.
- (O) The aspect of the signals should not be informed on Walkie-Talkie set or VHF set.
- (P) It should be ensured that all staff posted at station is conversant with their duties regarding fixing of detonators. They should be counseled a fresh and their assurance be obtained in the fog signal register.
- (Q) **Duties of Fog Signalman:** -
- i. Two detonators will be placed on the line, 10 meters apart by the fog signalman where the fog signal post is erected.
 - ii. He will then stand 55 meters behind the fog signal post.

- (5/7)
- iii. He should place their fog signals on the rail, immediately, after a train has passed over the two placed before, and collect the cases which the train has passed over.
 - iv. He must never leave his post until relieved by another trained fog signalman.
 - v. He must never sleep while on duty at the fog signal post. He must realize that the life of many people depends on his alertness and devotion is duty.
 - vi. If a train is approaching at the time his relief arrives, wait till the train has passed before he makes over charge to his relief.
 - vii. He must always carry a lighted hand signal lamp in foggy or tempestuous weather or in a dust storm.

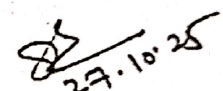
(R) Duties of Controller:-

- i. To ensure that the staff section is alert during thick and foggy weather.
- ii. To ensure that no crossing is arranged between two trains unless there is a clear margin of not less than 10 minutes between the two trains to be crossed on a single line section, except in case of a booked crossing shown in WTT. (SR 3.61/2)

The copies of the above may be circulated to all stations, control offices, crew and Train Manager booking lobbies, running rooms, etc. Safety seminars may be conducted involving train passing staff- SMs, TIs, Loco Pilots and LIs etc. to educate the staff concerned on precautions to be taken during fog.

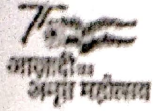
Further, Divisions should ensure that the staff be advised and counseled regarding provisions in the G&SRs and these instructions before the onset of fog. Each and every crew is to be imparted necessary training for up to two days about the systems of working of trains during fog. This process to be completed by 1st December every year positively.

This issue with the approval of the PCOM.


 27.10.25
(Sudhir Chandra Kumar)
Chief Operations Manager/G

Copy/-

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCSO, PCE, PCSTE, PCME & PCEE for kind information.
4. CFTM, CPTM.
5. Dy.COM/Goods, Dy.COM/Coaching, Dy.CME/O&F.



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



No. 2022/Elect(TRS)/113/1 (Safety Misc)

New Delhi, Dated : 02.02.2023

The General Managers,
All Zonal Railways (Incl. KRCL)

Sub: Procedure for brake application by Loco pilots.

Ref: RDSO's Report No. 1461/93 & discussion in the Safety Review Meeting on 20.01.2023

The subject "The Procedure to be followed by Loco Pilots for Brake Application in Trains" was discussed during the Safety Review Meeting and divergent views were expressed by some of the Zonal Railways. Accordingly, the following clarification is issued:

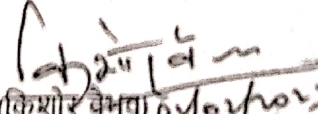
The procedure to be followed by Loco Pilots for controlling trains or stopping trains in different terrains has been clearly outlined in RDSO's Motive Power Dte. Miscellaneous Report No. MP-1461/93, issued in March 1993. In this report, the guidelines have been clearly laid down on methods to be adopted for controlling the trains in different down gradient and stopping trains in different sections as well as emergency brake stop. It clearly laid down the procedure for controlling the speed by using dynamic braking in blending with the pneumatic brake. However, for stopping trains, it is the train brake i.e. Pneumatic brake which is to be applied.

Some Railways raised the issue of application of Regenerative brake along with full-service brake application/emergency brake application by Loco Pilots. This is not permitted on technical grounds because of this the locomotives are so designed that during the application of the emergency brake, the Regenerative brake gets disconnected, otherwise it will lead to a situation where the locomotive wheels get skidded, because of excessive braking force due to Regenerative as well as Pneumatic brake.

Further, such a situation has been prohibited internationally. UIC standards laid down that safety requires the limitation of the permissible longitudinal forces exerted on locomotives by the following wagons/cars. If too much braking force is applied by the locomotive, the heavy freight cars exert critical forces on the braking locomotive which leads to dangerous lateral forces on track at curves. This can lead to a situation of derailment at curves.

In view of the above, the Zonal Railways are advised to follow the guidelines of RDSO as stated above.

DA : As enclosed


(किशोर वैभव) 02/02/2023

कार्यकारी निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)

फ्लोर सं : 1, कमरा सं. : 113

रेलवे बोर्ड

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P R E A M B L E

The instructions covered in this report are the general hints for drivers for operating air braked freight trains on ghat section with diesel and electric locomotives. While following these hints it shall be ensured that the operating instructions for drivers for diesel and electric locomotives, the [REDACTED] issued by RDSO and those mentioned in GR and SR Rules for the particular section for operation of specific trains applicable to that particular section are followed. Instructions issued from time to time by the concerned railways and RDSO should also be followed in addition to the general hints covered in this report.

**GENERAL HINTS ON BRAKES FOR DRIVERS FOR OPERATION OF AIR BRAKED
FREIGHT TRAINS ON GHAT SECTIONS**

1. LOCOMOTIVE

1.1 Locomotive used for hauling such trains shall be suitable for hauling air braked stock. It shall have its proportionate brakes, dynamic brakes and air flow indicator in good working order.

2. CONTROLLING TRAIN SPEED ON CONTINUOUS DOWN GRADED SECTION

2.1 Following methods of controlling speed of air braked freight trains on continuous down graded sections are available:-

2.1.1 Application of constant fixed train brake and final controlling by varying dynamic brakes.

2.1.2 Application of fixed constant dynamic brakes and final controlling by varying train air brakes.

2.1.3 Application of fixed constant train air brakes and final controlling by locomotive independent brakes.

2.1.4 By varying train brakes only.

2.2 RECOMMENDED METHODS

2.2.1 On short stretch of continuous down gradient

2.2.1.1 The method of controlling as mentioned in para 2.1.1 i.e application of constant fixed train brakes and final controlling by varying dynamic brake should be used on short stretches of continuous down graded sections. Automatic brakes on the train should be initiated to minimum reduction position of the brake valve after part of the train is on the down gradient. Train speed should be controlled by applying train brakes till the train slack is completely taken up. The extent of automatic train brake application should be slightly less than the brake force required to counteract the grade effect. Subsequently, for final controlling, dynamic brake should be applied to the extent required to control the train within the maximum permissible speed on the section. This method of control gives a very accurate speed control because of precise graduation and quick response possible with dynamic brake. On shorter stretch, the total time required to travel is quite less due to which the brake blocks and wheels do not get over heated because of continuous train brake application. Hence controlling

of train speed with constant fixed train brake and final control by varying dynamic brakes is recommended on short stretches.

- 2.2.1.2 When train is negotiating compound curves, the train speed may drop according to the variations in grade conditions. The dynamic brake should then be adjusted to maintain steady speed. At times, it may be necessary to completely take off the dynamic brakes and apply power by moving the throttle suitably. The dynamic brakes shall again be applied when the train speed rises.
- 2.2.1.3 For stopping a train, the dynamic brake should be gradually released and train brakes shall be applied to the extent necessary, up to full service position. The train should be brought to stop with train and locomotive air brakes ON. After the train has stopped, independent brakes should be applied to the maximum. In case the locomotive independent brakes are not sufficient to hold the train on the down gradient, assistance from train air brakes, to the extent required, may be taken.
- 2.2.2 On long stretch of continuous down gradient
- 2.2.2.1 The method of controlling train speed on long continuous graded sections as mentioned in para 2.1.2 i.e. by applying fixed dynamic brakes and varying train air brakes for final control should be used. The dynamic brakes should be applied when part of the train is on the down gradient. This would help in reducing the slack in the train. Since the dynamic brake concentrates the retarding force at the head of the train, particular care must be taken while controlling train with maximum dynamic brake on curves and turnouts to avoid higher lateral forces. It should be ensured that the dynamic brakes are used to the extent of 85% of the maximum available brake effort. The train brakes should be applied and released to the extent required to control the train within maximum permissible speed on the section. Instead of applying train brakes to a fixed level, the cyclic application and release should be resorted to. The train brake must be used, may be to the minimum reduction position of automatic brake valve A-9 handle. This is necessary so that in case of dynamic brake tripping, it does not take long time for the train brakes to come in.
- 2.2.2.2 When the train is negotiating curve, the train speed may drop and it may be necessary to also release the dynamic brakes partially. Cyclic application and release of train brakes for controlling speed on long continuous down gradient helps in cooling of brake blocks and wheels during release process.

2.2.2.3 For stopping of train, the dynamic brakes should be gradually released and train brake application should be increased to the extent necessary, up to the full service position. The train should be brought to stop with train and locomotive air brakes ON. After the train has stopped, apply independent brakes to the maximum. In case, the locomotive independent brakes are not sufficient to hold the train on the down gradient, assistance from train air brakes, to the extent required, should be taken.

2.2.3 The method of controlling trains on ghat section indicated in para 2.1.3 and 2.1.4 i.e. application of fixed train brakes and varying locomotive independent brakes for final control or by varying train brakes only, should be used only when dynamic brakes of the locomotive are defective. While using the method indicated in para 2.1.3 i.e. application of fixed train brakes and varying locomotive independent brakes, same procedure as indicated in para 2.2.1 above should be followed except that in place of dynamic brake loco air brake should be applied.

2.2.4 As mentioned in para 2.2.3 above, in case of failure of dynamic brakes the train can also be controlled on the down gradient by cyclic application and release of automatic air brakes. Constant fixed application of brakes on stock and locomotive should be avoided as it does not permit the brake blocks & wheels to cool during the run. With this mode of operation, at times there may be excessive application and release of brakes which results in larger fluctuation of speed from the maximum permitted on the section. Hence this method of controlling speed should only be used under emergency conditions for clearing section in case of failure of dynamic brakes.

2.2.5 The train on continuous down gradient should not be controlled by only dynamic brakes. This is recommended to avoid speed surge, excessive stopping distances and in some cases the train going out of control in case of failure of dynamic brakes. This is so because it takes some time to develop brake power on locomotive and train after the driver notices the dynamic failure and applies automatic brakes. In the mean time, because of abrupt vanishing of dynamic brake effort the train picks up speed due to grade effect.

3. GENERAL HINTS FOR STOPPING OF TRAINS

3.1 On level

3.1.1 The train should be brought to stop on level section, initially by small reduction in brake pipe pressure

which may be increased further upto full service application position. In order to make the final stop very smooth, the brake application should be gradually reduced by building up the brake pipe pressure as the train is about to come to stop. The locomotive independent brakes should be applied gradually when the speed is reduced to about 5 km/hr. This would help in bunching of the train and would help in easier start.

3.2 On down grade

3.2.1 Apply air brakes partially by reducing brake pipe pressure, except in case of emergency stop. The application of brakes should be increased as the speed comes down. The train shall be brought to stop with train and locomotive air brakes ON. After the train has stopped, apply independent brakes to the maximum. In case the locomotive independent brakes are not sufficient to hold the train on the down gradient, assistance from train air brakes, to the extent required, should be taken to hold the train on the down gradient. Heavy application of train brakes should never be made except in emergency, otherwise the rear portion is liable to cause run-in shocks. Similarly, quick release of train brakes causes front portion to run down resulting in higher coupler forces which should be avoided.

3.3 On up grade

3.3.1 When train is to be brought to stop on an up gradient, the brakes should be kept applied before the train actually stops. It will prevent the rear portion running back and will also tend to keep the stock bunched for easy starting. If any delay is made in applying the brakes under these conditions and the rear portion starts to run back, it may result in bad jerks and strain the couplers.

3.4 Emergency brake stop

3.4.1 Emergency brake application should be made only in case it is necessary to obtain shortest possible stop. If such a situation arises, quickly move automatic brake valve handle to emergency position and leave automatic brake valve handle in emergency position until the train stops. After the train stops apply independent brakes to hold the train on grade and take assistance from train air brakes, if required.

4. STARTING OF TRAIN AFTER STOPPING

4.1 The train of about 56 BOXN wagons should not be restarted in case it has been stopped with emergency application atleast within 1.5 minutes in case of twin

pipe air braked stock and 3 minutes in case the stock is being operated with single pipe. This is necessary to allow the release of brakes of the full train. Before restarting, it shall be ensured that air flow indicator reading is stabilised at about the same level as it was observed before starting of the train from the starting point. Earlier starting, if the train brakes have not been released fully, may result in train parting.

5. **SOME IMPORTANT "DOs" & "DON'Ts" FOR OPERATING AIR BRAKED TRAINS.**

5.1 **"DOs"**

- 5.1.1 Do ensure that locomotive is fitted with dual or pure air brake system.
- 5.1.2 Do ensure that the driver is trained in handling air braked stock.
- 5.1.3 Do ensure that air flow indicating device is in good working order.
- 5.1.4 Do ensure that hand brakes on all wagons are fully released.
- 5.1.5 Do ensure that operating handles of empty/load box on all the stock are in correct position.
- 5.1.6 Do ensure that all worn out brake blocks are changed.
- 5.1.7 Do ensure that brake pipe hose couplings are connected to form a continuous passage from locomotive to the last vehicle.
- 5.1.8 Do ensure that feed pipe hose couplings are connected to form a continuous passage from locomotive to the last vehicle.
- 5.1.9 Do ensure that cut off angle cocks of brake pipe and feed pipe, except at the rear of train, are kept open.
- 5.1.10 Do ensure that cut off angle cocks of brake pipe and feed pipe, at rear end of train, are kept closed.
- 5.1.11 Do ensure that BP & FP hose couplings at the rear end of train are placed on their respective hose coupling supports.
- 5.1.12 Do ensure that isolating cocks on feed pipe of all wagons are in open position.
- 5.1.13 Do ensure that pressure gauges for BP & FP are provided in the brake van.

- 5.1.14 Do ensure that BP pressure gauge in brake van shows not less than 4.8 kg/cm² for about 56 wagon train and 4.7 kg/cm² for long haul trains, after the system is fully charged.
- 5.1.15 Do ensure that FP pressure gauge in brake van shows not less than 5.8 kg/cm² for about 56 wagon train and 5.7 kg/cm² on longhaul trains after the system is fully charged.
- 5.1.16 Do ensure that gauges in locomotive show a pressure of 5.0 kg/cm² in BP & 6.0 kg/cm² in FP, after the system is fully charged.
- 5.1.17 Do ensure that the leakage in the brake and feed pipe is less than 0.25 kg/cm² per minute.
- 5.1.18 Do ensure proper working of guard's emergency brake valve.
- 5.1.19 Do ensure 100% brake cylinders operative at starting station.
- 5.1.20 Do check the percentage operative cylinders and sick mark wagons with inoperative brake cylinders.
- 5.1.21 Do check that brake blocks after release are away from the wheel.
- 5.1.22 Do check all the air brake equipments for any visual damage and sick mark, if found necessary.
- 5.1.23 Do close angle cocks of adjacent wagons simultaneously to uncouple hose couplings.
- 5.2 DON'Ts.
- 5.2.1 Don't control trains with train brakes only on long steep down graded section.
- 5.2.2 Don't control trains with only dynamic brakes on steep down graded section even if the length of the down graded section is short.
- 5.2.3 Don't apply emergency brakes during normal course of stopping.
- 5.2.4 Don't start the train before 3 min. in case the stock is fitted with single pipe and 1.5 min. in case of twin pipe brake system on about 56 wagon train.
- 5.2.5 Don't use dynamic brakes and locomotive air brakes together except when changing from dynamic to air brakes on locomotive during stopping.

- 5.2.6 Don't increase dynamic brake notches quickly or harsh shocks shall be felt. Wait for 2 sec. at each notch.
- 5.2.7 Don't allow a train to leave with less than 100% brake power.
- 5.2.8 Don't permit the stock with hand brakes partially applied.
- 5.2.9 Don't allow the hose pipe of last vehicle to dangle.
- 5.2.10 Don't allow the train if the BP leakage rate is more than 0.25 kg/sq.cm/min.
- 5.2.11 Don't couple BP coupling with FP coupling or vice versa.
- 5.2.12 Don't allow a train without BP and FP gauges in the brake van.
- 5.2.13 Don't permit the train to leave with BP and FP pressures in loco and brake van less than specified.
- 5.2.14 Don't leave hand brakes on stock partially applied.
- 5.2.15 Don't allow the hose couplings at rear end to dangle.

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

सं. 98/सेफ्टी (ए एंड आर)/19/16

नई दिल्ली, दिनांक: 11.10.2023

महाप्रबंधक,
सभी क्षेत्रीय रेलें,
कोंकण रेल निगम, नवी मुंबई,
मेट्रो रेल, कोलकाता,
रेल विद्युतीकरण, इलाहाबाद

विषय: कोहरे और खराब मौसम के दौरान रेलगाड़ी परिचालन – सावधानियां।

संदर्भ: बोर्ड के दिनांक 22.11.2017, 15.03.2018, 23.10.2018, 25.10.2019, 14.10.2020,
11.10.2021 और 12.10.2022 के समसंख्यक पत्र

समय-समय पर क्षेत्रीय रेलों को कोहरे के मौसम की शुरुआत से पहले पूरी की जाने वाली प्रारंभिक तैयारी और कोहरे/खराब मौसम के दौरान बरती जाने वाली सावधानियों और नियमों के बारे में विस्तृत अनुदेश जारी किए गए हैं। हाल के वर्षों के दौरान बोर्ड द्वारा जारी अनुदेशों को संदर्भ के अंतर्गत उल्लेख किया गया है। 25.10.2019 को जारी विस्तृत अनुदेशों की एक प्रति अवलोकनार्थ संलग्न है। उपरोक्त अनुदेशों में कोहरे की शुरुआत से पहले कोहरे के मौसम के दौरान रेलगाड़ियों के कामकाज के संबंध में कर्मचारियों और कर्मिदल का प्रशिक्षण, शिक्षा और परामर्श भी सुनिश्चित करने के लिए कहा गया है।

संदर्भाधीन अनुदेशों को दोहराया जा रहा है। कोहरे के मौसम के दौरान सुचारू गाड़ी परिचालन के लिए तैयारियों के संबंध में, जैसा कि अनुदेशों में इंगित किया गया है, की गई कार्रवाई के संबंध में फीडबैक बोर्ड कार्यालय को प्रस्तुत किया जाए।

संलग्नक: यथोक्त

(मुकुल कुमार)
कार्यपालक निदेशक/संरक्षा-II
रेलवे बोर्ड

सूचना एवं आवश्यक कार्रवाई हेतु प्रतिलिपि प्रेषित:-

1. प्रधान मुख्य परिचालन प्रबंधक, सभी भारतीय रेलें।
2. प्रधान मुख्य सुरक्षा अधिकारी, सभी भारतीय रेलें।

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 98/Safety (A&R)/19/16

New Delhi, dated 11.10.2023


General Managers
All Indian Railways,
Konkan Railway Corp., Navi Mumbai,
Metro Railway, Kolkata,
Railway Electrification, Allahabad

Sub: Train Operation during Foggy & inclement weather – Precautions.
Ref: Board's letter of even number dated 22.11.2017, 15.03.2018, 23.10.2018, 25.10.2019, 14.10.2020, 11.10.2021 and 12.10.2022.

Comprehensive instructions regarding preparatory action to be completed before onset of foggy weather and precautions and rules to be observed during foggy/inclement weather have been issued to Zonal Railways from time to time. The instructions issued by Board during recent years are cited under reference. A copy of detailed instructions issued on 25.10.2019 is enclosed for ready reference. In the above instructions it has also been advised to ensure the training, education and counseling of staff and crew, regarding working of trains during foggy weather before onset of fog.

The instructions under reference are reiterated. A feedback on the action taken regarding preparedness for smooth train operations during foggy weather as indicated in the instructions may be furnished to Board's office.

Enclosure: As above.


(Mukul Kumar)
Executive Director/Safety-II
Railway Board

Copy forwarded for information and necessary action to:-

1. The Principal Chief Operations managers, All Indian Railways.
2. The Principal Chief Safety Officers, All Indian Railways.

Government of India
Ministry of Railways
(Railway Board)

No.98/Safety(A&R)/19/16

New Delhi, dt. 25.10.2019

The General Managers,
All Indian Railways,
Konkan Railway Corp., Navi Mumbai,
Metro Railway, Kolkata,
Railway Electrification, Allahabad.

Sub: Train Operation during Foggy & Inclement weather – Precautions.
Ref: Board's letter of even number dated 22.11.2017.

Detailed instruction on the above subject were issued to Zonal Railways vide Board's letter of even no. dated 22/11/2017. Subsequent to issue of these instructions, Board had decided that with the use of fog devices in locomotives, the maximum permissible speed during foggy/inclement weather condition be enhanced from 60 Kmph to 75 Kmph. References have been received from some of the Zonal Railways seeking clarification on the subject. It has therefore, been decided that following precaution/preparation be done by Zonal Railways for train operation during foggy/inclement weather as under:

(A) Infrastructure/Additions/Alterations.

(i) Provision of Fog Safe Device:-

Reliable Fog Safe Devices, if available, may be provided to the Loco Pilots in all Locomotives running in fog affected areas during fog. Placement of detonators under conditions as prescribed in Para E(ii) shall be dispensed with, where reliable Fog Safe Device is available and is in working order.

(ii) Modification of Automatic Signalling System:

Introduction of Modified Automatic Signalling System as per G.R 9.01 (3) & (4) and G.R 9.03 (3) and (4) and G.R 5.18 to be followed strictly

(B) Works to be completed before foggy weather to strengthen Rail Infrastructure:-

- (i) Adequate supply of detonators to be ensured.
- (ii) Lime marking across the track at the Sighting Board (or at Distant Signal in case of Double Distant Signals) must be done.
- (iii) All Signal Sighting Boards, Whistle Boards, fog signal posts and busy vulnerable level crossing gates which are accident prone should either be painted or provided with yellow/black luminous strips. The work of repainting for their proper visibility should be completed before onset of winter/foggy season.
- (iv) Lifting barriers at busy level crossings, where necessary, to be provided with Yellow/Black luminous indication strips.
- (v) The new existing SLRs are already being fitted with LED based flasher tail light, therefore, the existing SLRs with fixed Red lights should also be modified and fixed with LED lights. This will be a very important step to ensure safety in foggy weather.

The Railways should undertake this work on war footing. When the train is held up in Automatic territory (on double and multiple section) in abnormal situation including fog, the Guard will put the LED light to 'on' position. This will be in addition to Flashing Red Tail Lamp.

- vi) It should be ensured that retro reflective strip in Sigma shape for identification of stop signal be provided as per existing instructions.
- (C) The following points are to be kept in mind during operation of trains in foggy weather:-

(i) **Reduced Movements During Fog:-**

Rationalization of movements in the Coaching yards, approach to terminals, and at/near terminals etc. has to be done to reduce pressure on congested areas; this may be achieved by reduction in loco changes, reduced shunting, etc. and cancellation of trains. 20 % reduction in movements during the fog has to be ensured i.e. by reduced movement of locos from and to shed, shunting in major yards, etc. and mainly by cancellation of trains - Mail/Express and Passenger trains running in and via Delhi area as also upto an equal no. also in other fog affected sections (other than the trains passing via Delhi area) to be proposed to be cancelled. A review be done by all Zonal Railways with mutual consultation to identify which Mail/Express and Passenger trains are to be cancelled and proposals sent to the Coaching Directorate, Railway Board. This will also help in tackling extra requirement of Loco pilots/Assistant Loco pilots and Guards for changing enroute on sections where there is abnormal increase in duty hours of crew. This will also increase availability of spare rakes to cater to late running of trains.

- (ii) PME/Refresher Training and other Safety/Promotional Courses of Loco pilots/Assistant Loco pilots and Guards in ZRTIs/STCs, etc. who become due between 15th December and 31st January should be completed by 15th December.
- (iii) Fog affected Railways should review the crew changing locations. In view of increased hours on road the Railways may create infrastructure at new/additional crew changing locations. Simultaneously the loco/crew/rake links be reviewed during the period of fog. All crews (Loco Pilots, Assistant Loco Pilots and Guards) on stationary duty should be utilized for train working especially during fog.
- (iv) The instructions on all matters including cancellation of train be made applicable from 20th December to 31st January every year subject to the provisions if the fog sets in early before 20th December and continues beyond 31st January respectively as the case may be.

(D) **Visibility Test Object (VTO):-**

- (i) The check of adequacy of visibility through the VTO is to guide the SM/ASM so as that he can decide when detonators are to be placed to warn the Loco Pilot of the location of an approach Stop Signal.
- (ii) **VTO for Semaphore Signalling and for two aspect C.I.S:-**
The VTO may be the light (or arm by day) of a Starter Signal (where exists) or the back light of the Home Signal etc. as defined in GR 3.61/(2)(b). In such cases, the VTO is normally located 300-350 meters at a place from where it is to be seen by the SM. During foggy or tempestuous weather, when such a VTO is not seen by the SM, it shall determine that fog has set in.

Note: The Visibility Test Object to be defined in the SWR of stations, which qualify for placement of detonators, should be on each end of a station (for junction stations there may be more than two VTOs).

(iii) Prescribed VTO for Multiple Aspect Colour Light Signalling:-

- (a) Stations with MACLS shall have a prescribed VTO located at a distance of 180 metres from a nominated location where the SM shall stand.
- (b) When a prescribed VTO is not visible from 180 metres or more during dense fog, the SM shall not use his discretion as per GR 3.61(2)(a) but will arrange to place the detonators to warn the Loco Pilot, unless specified otherwise in these Instructions.

Note:- There should be one Visibility Test Post in MACLS territory (at stations which qualify for placement of detonators) located at a distance of 180 meter from the place where the SM shall normally stand to see the prescribed VTO.

(iv) When the VTO (or the prescribed VTO) provided under conditions laid down is not visible to the Station Master, he shall take action as under:-

- (a) Ensure that signals are lit during night as well as during day in Semaphore Signalling sections when visibility is impaired due to fog, and VTO is also lit.
- (b) Observe the VTO before granting Line Clear to a train.
- (c) In case prescribed VTO is not visible; take action as under:-
 - depute fog signalman with detonators to place detonators in situations prescribed under para (E) (ii) at 270 – 280 metres from the first stop signal to inform in advance the location of this signal to the Loco Pilot of the approaching train.
 - Engineering Department will make all efforts to provide fog signalman.
 - No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train.
- (d) Provisions given as per GR 5.18 to be followed strictly and no train to be advanced beyond the Starter, or beyond Intermediate Starter Signal where these exists, upto the Advance Starter at stations which do not have track circuiting in this zone.

(E) Necessity of Placement of Detonators:-

(i) Where Not Necessary to Place Detonators:-

It is not necessary to place detonators to indicate 'location of a Stop signal' to the Loco Pilot in following circumstances:-

- (a) In sections where a reliable Fog Safe Device has been provided on Locomotives;

- (b) Where adequate pre-warning is provided; i.e. at stations where double distant signals are provided;
 - (c) Where maximum speed allowed in the station section is upto 15 kmph even at stations where pre-warning signal is not available, but a Warning Board exists;
 - (d) Where speed of the section is less than 50 KMPH (but more than 15 kmph) and the first signal of a Station is not a stop signal;
 - (e) In Automatic Signalling territory;
 - (f) On Gate Signal;
 - (g) On Departure Signal;
 - (h) At the site(s) of Temporary Speed Restriction imposed due to maintenance of Track/OHE/Signal.
- (ii) Where it is necessary to Place Detonators:-

The Detonators should be placed at 270 meters short of the First Stop Signal at stations detailed as under:-

- (a) At 'A' class stations where Warner exists – Detonators to be placed short of Home signal and not the Warner;
- (b) At 'B' class station equipped with Lower Quadrant Signals - Detonators to be placed short of Outer signal.
- (c) In Multiple Aspect Signalling, where single Distant Signal is provided - Detonators to be placed short of Home signal.

Note:-The Fog Signal Posts will be provided only at stations where there may be a requirement for placing detonators. Such post may, therefore, be shifted suitably based on the above mentioned position(s).

(F) Precautions by Loco Pilot:-

The Loco Pilot shall take action in regard to speed of the train during fog as under:-

- (i) During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction; this speed shall in any case not be more than 75 kmph.
- (ii) Loco Pilot to whistle frequently to warn the gateman (where provided) and road users of an approaching train at level crossings.
- (iii) In Absolute Block System the speed should not exceed 75 kmph as detailed at item (i) above.
- (iv) In Automatic Block Territory the speed will be subject to the judgement of the Loco Pilot as mentioned in item (i) above and shall not exceed as under:-

- (a) After passing Automatic stop signal at 'Green', the speed not to exceed 75 Kmph.
- (b) After passing an Automatic stop signal at 'Double Yellow', the speed not to exceed 30 Kmph.
- (c) After passing an Automatic stop signal at 'Yellow', the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal.

Note (i) In case fog safe device is not available in locomotives or the device fails enroute the maximum speed of 75 Kmph as indicated above shall be reduced to 60 kmph or less subject to judgement of Loco pilot.

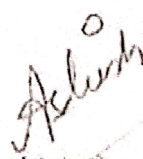
Note (ii) As provided under GR 4.16 (1) (b) a red tail lamp of approved design displaying a flashing red light, during day or night, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle.

Note (iii) First Stop Signal location kilometre chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table.

Note (iv) Prevailing Fog situation should be advised to Crew & Guard in lobby during "Sign ON".

Zonal Railways are advised to incorporate these instructions in their Subsidiary Rules to relevant GRs and comply the same accordingly.

Further, Zonal Railways should ensure that the staff be advised and counseled regarding provisions in the G&SRs and these Instructions of the Board before the onset of fog. Each and every crew is to be imparted necessary training for upto two days about the systems of working of trains during fog. This process be completed by 1st December every year positively.


(Ashish Kumar)
Executive Director/Safety-II
Railway Board



NORTHERN RAILWAY

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

No.516-M/O/M-1/ Special Drive/26

Date: - 09.01.2026

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)-01/2026

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

सन्दर्भ :- As per HQ. video conference on date. 08.01.2026.

उपरोक्त विषय के सम्बन्ध में सभी CLIs को अवगत कराया जाता है कि CVVRS रिकॉर्डिंग के विश्लेषण में गाड़ी संचालन के दौरान चालकदल सूक्ष्म नींद (Micro Sleep) में होने के पाए गए हैं, जिन्हें रेलवे बोर्ड एवं प्रधान कार्यालय द्वारा बेहद गंभीरता से लिया गया है। दिनांक 25.12.25 को लोको संख्या- 39146/VSKP गाड़ी संख्या-12426 कैब की वीडियो फूटेज का अवलोकन करते समय पाया गया कि गाड़ी पर कार्यरत लोको पायलट श्री अजित कुमार बी पी CMS ID LDH 1557 मुख्यालय लुधियाना खंड जम्मूतवी-लुधियाना के मध्य गाड़ी परिचालन के दौरान खड़ी गाड़ी में कई बार Micro Sleep (सूक्ष्म नींद) लेते हुए पाये गए हैं। लोको पायलट एवं सहा. लोको पायलट का गाड़ी 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 गाड़ी 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 कलिंग 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 मुँह 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 officers and 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 20.01.2026 तक मंडल कार्यालय में अवश्य भिजवायें।

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

प्रतिलिपि:- CMS In charge for necessary action.



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

Date: - 10.01.2026

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. (Eelect. RSO)-02/2026

Sub:-Action to be taken on record notes of Worthy DRM inspection on 08.01.2026.

The deficiencies pointed out during the Worthy DRM inspection conducted on 08.01.2026. The following instructions are issued for necessary compliance and corrective action-

1. It was observed that online CMS abnormalities were not being recorded in the manual registers. It is instructed that all abnormalities, both online and manual, must be recorded in the manual registers and maintained properly.
 2. All CLIs shall encourage running staff to report any abnormalities or unsafe practices noticed during train operations.
 3. Records pertaining to Safety Drives, Circulars, Special Instructions, Green Notices, Technical Circulars, etc were checked and found not maintained properly. Separate and updated records must be maintained for each category.
 4. All Safety Drives, Circulars, Special Instructions, Green Notices, Technical Circulars, etc., issued by the Divisional Office should be acknowledged by CLIs, and proper records of such acknowledgements must be maintained.
 5. Only crew-relevant instructions, drives, and circulars should be properly displayed/posted or made available in the prescribed registers, and acknowledgements of running staff must be obtained accordingly.
 6. Full-beat footplate inspections by Officers and CLIs, along with their nominated Loco Pilots, must be ensured for at least one complete trip.
 7. Family interaction sessions should be organized regularly. Efforts should be made to increase the number of such sessions so that families of all running staff are adequately covered.
 8. To prevent SPAD cases, proper calling out of signal aspects by Loco Pilots and Assistant Loco Pilots must be ensured. Mock drills for operation of the RS valve by ALPs should be conducted. Officials and CLIs should carry out necessary checks, and corrective measures must be taken wherever any irregularities are noticed
 9. The e-Road Learning videos were not displayed properly in the lobby, and the on-duty CLIs were not aware of their operation on LED TVs. It is instructed that all CLIs/CCs posted in charge must be conversant with the operation of e-Road Learning videos and ensure that all videos are available in the system. The video links have already been circulated.
 10. It was observed that Loco No. 37856 (WAP-7/LDH) was stabled in Siding No. 30 at LDH Yard without proper securing of the locomotive. All CLIs shall counsel the nominated Loco Pilot shunters in this regard and conduct surprise night checks to ensure strict compliance.
 11. Presence of running staff in the lobby without duty has been noticed. This practice should be stopped immediately.
 12. All running staff must be counseled to switch off mobile phones during duty. Analysis of mobile data indicates 5-6 such instances every month, which constitutes a serious safety concern.
 13. The Gateman was showing a red signal to Train No. *Insp/Car* at Gate No. 85 between DAU-TWB section; however, the crew did not respond, which is a serious safety concern.
 14. FSD sets must be updated after completion of NI works or whenever any signal location in the division is changed or removed.
- All concerned should follow the instructions mentioned above. Action taken report in this regard may be submitted to this office for further submission to HQ office.

Deet
10/01/26
Sr. Divil. Elect.Engineer (OP)
N. Rly; Firozpur



NORTHERN RAILWAY

Office of the Sr. DEE (OP),
N.R., DRM Office, Firozpur.
Date: - 16.01.2026

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

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. (Eeect. RSO)-02/2026

विषय :- Regarding identification of vulnerable LP/LPS & ALPs by nominated CLIs.

Ref. As per instructions of NRHQ in GM VC.

उपरोक्त विषय के सम्बन्ध में NRHQ द्वारा महाप्रबंधक वीडियो कॉन्फ्रेंस में विगत दिनों निर्देश दिए गए थे कि सभी CLIs द्वारा अपने नामित लोको पायलट्स तथा सहा. लोको पायलट्स में से जो ट्रेन ऑपरेशन के लिए vulnerable LP/LPS & ALPs है, उन्हें चिन्हित करके मंडल कार्यालय को अवगत कराया जाए, ताकि समय रहते मंडल कार्यालय द्वारा उनपर फोकस करके वांछित सहायता या कार्यवाही की जा सके। इसके लिए विगत दिनों व्हाट्स ऐप ग्रुप में मैसेज भी भेजा गया था, लेकिन कोई पावती इस सन्दर्भ में मंडल कार्यालय में प्राप्त नहीं हुई है।

अतः मंडल के सभी CLIs को निर्देशित किया जाता है कि वे अपने अपने नामित लोको पायलट्स तथा सहा. लोको पायलट्स में से vulnerable LP & ALPs हैं, उन्हें चिन्हित करके duly signed list बनाकर मंडल कार्यालय में दिनांक 22.01.2026 तक अविलम्ब भिजवायें।

जा
16/01/26

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

प्रतिक्रिया:- CMS In charge for necessary action.





NORTHERN RAILWAY

Office of the Sr. DEE (OP),
N.R., DRM Office, Firozpur.
Date: - 11.02.2026

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

DEE/OP/FZR
AEE/OP/FZR, AEE/RSOLDH & AEE/T/A SR.
All CCC/FZR, LDH, JUC & ASR.
All CLIs FZR Divn, CTC/FZR

Special Instruction No. (Elect. RSO)-04/2026

Sub:- Identified locations for imposing speed restrictions on the approach of critical STOP signals with low continuous visibility in the division.

- Ref:-** 1. HQ letter no- 45-RS/9/ Signal Visibility (e-303084), dated 03.02.2026
2. Railway Board letter No 2024/Elect (TRS)/113/10(speed res.) dated 02.02.2026.
3. Railway Board letter No 2024/Elect (TRS)/113/10(speed res.) dated 09.12.2025.

In reference to the above, the Railway Board as well as HQ has issued instructions to impose speed restrictions on approach of critical STOP signals with low continuous visibility.

Continuous visibility of signals has been defined in IRSEM Chapter 7 (para 7.1.11). The minimum visibility distance of various signals is as under;

- **Distant Signal** shall be continuously visible from a minimum distance of 400 meters.
- **Inner Distant Signal** and all **STOP signals** shall be continuously visible from a minimum distance of 200 meters.

All CLIs of FZR Division are instructed to identify the signals which do not have continuous visibility, in accordance with the above-mentioned norms, in the given format is as under:-

Section	Name of signals	Signal Name /no.	Continuous Visibility (in meters)	Reason

The detailed position may please be submitted to this office by 15.02.2026, so that suitable speed restrictions can be imposed at such vulnerable locations, based on the applicable braking distance, to ensure safe train operations.

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

7 Feb / 11.02.2026