



NORTHERN RAILWAY

Office of the Sr. DEE (OP),
N.R., DRM Office, Firozpur.
Date: - 29.10.2025

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

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

Technical Circular No. (Elect. RSO) -05/2025

Sub:-Instructions regarding protocol for towing of Vande Bharat rake with locomotive under emergency conditions.

Ref:- HQ letter no-516-M/VBE Failure/ML-3 (e- 282712), dated-14.10.2025.

Vide above-referred letter, An incident occurred with Vande Bharat Express wherein passengers has to de-board the train as it failed to taken traction, necessitating its towing by a locomotive. In this connection, ICF has already issued instructions (ICF/MD/Spec-437dated 29.05.2024, copy attached) detailing the protocol to be followed for towing of Vande Bharat rakes with a locomotive under emergency conditions in following scenarios:-

- Protocol for towing Vande Bharat rake with a locomotive (In dead condition) – without passengers.
- Protocol for hauling Vande Bharat rake with a locomotive with a locomotive with passenger (unable to raise the Panto/VCB could not be closed): (Clearing the section in emergency mode for 2 hours)
- Protocol for hauling TS with a locomotive with Passengers (with Panto raised and VCBs closed)

All officers and CLIs over the FZR division are hereby instructed to counsel their allotted/non allotted running staff regarding **protocol for towing of Vande Bharat rake with locomotive under emergency conditions** as per points mentioned above in this letter. The compliance report submitted to the Division Office for further appraisal and submission to HQ.

D/A=15

Rel
29/10/25
Sr. Divil. Elect. Engineer (OP)
N. Rly; Firozpur



NORTHERN RAILWAY

Office of the Sr. DEE (OP),
N.R., DRM Office, Firozpur.
Date: - 27.11.2025

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

Technical Circular No. (Elect. RSO) -06/2025

Sub:- To arrest failure of OHE due to repeated tripping and restrict damage to OHE.

Ref:- HQ letter no-Corrigendum/NRHQ Operational Circular No-11&18, dated 07.06.2023.

Instructions were issued regarding "action to be taken by Crew of electric engine after getting sign of no tension in OHE or flashing from roof or OHE vide 230-Elect/RSO/FZR/14, dated 24.07.2023. To arrest failure of OHE due to repeated tripping and restrict damage to OHE in case of pantograph entanglement with OHE/foreign body, it is advised that Crew of Electric engine & TCs are also to follow Instructions as below in addition to instructions issued already:

1. To avoid damage to OHE & pantograph in case of pantograph entanglement with OHE or any foreign material:

Loco Pilot should lower pantograph immediately and train should be stopped by applying emergency brakes in the following conditions: -

- I. If there is flashing/abnormal sound from roof or damage to pantograph is noticed
- II. If any flashing/damage to OHE, OHE wire/cantilever part hanging is observed.
- III. If there is vibration in OHE or swinging of OHE is observed.
- IV. If any foreign material (cloth, polythene, wire, cable, rope, tree branch etc.) is hanging on OHE.

This will avoid damage to OHE & pantograph in case of pantograph entanglement with OHE or any foreign material. Train to be moved only after checking and talking to TC/TPC.

2. In case of transient tripping in OHE:

- I. ALP shall immediately (within 05 second of tripping) look back and observe his train for any abnormality and ensure pantograph & OHE are normal. In case any abnormality is observed in pantograph or OHE, LP should lower pantograph immediately and train should be stopped by applying emergency brakes. Train to be moved only after talking to TC/TPC. But, if everything is observed normal, LP shall close VCB and resume normal traction.
- II. When driver notices OHE tripping simultaneously with the tripping of the VCB on the Loco, it is most probable that the OHE tripping is due to fault on the loco. In such a case, ALP shall immediately (within 05 second of tripping) look back on the roof of loco to observe any abnormality and ensure pantograph & OHE are normal. If everything is observed normal, LP shall close VCB and resume normal traction. However, if again OHE trips



simultaneously with tripping of VCB, the LP should lower the pantograph and inform the TPC/TC. LP should not try to close DJ without consultation with TC/TPC if OHE trips simultaneously with VCB twice.

- III. In case of any abnormality related to OHE or abnormality in loco which may be a cause of OHE tripping or OHE tripping simultaneously with VCB occurs more than once is reported to TC by LP, TC should immediately inform to TPC and TC should not give any instruction to LP for DJ closing/pantograph changing without consulting TPC.

All officers and CLIs over the FZR division are hereby instructed to counsel their allotted/non allotted running staff regarding To arrest failure of OHE due to repeated tripping and restrict damage to OHE as per points mentioned above in this letter. The compliance report submitted to the Division Office for further appraisal and submission to HQ.

D/A=06

7/27/11/12

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

Copy to :- 1. DEE/TRD/FZR for kind information.
2. CTC/FZR for necessary action.



NORTHERN RAILWAY

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

Date: - 19.03.2026

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

Technical Circular No. (Elect. RSO) -01/2026

Sub:- Practical training of Running staff and preparation of video on operation of BPEMS for counselling of Running Staff – reg.

Ref:- HQ Letter No- 230-Elect/TRS/112, dated-18.03.2026.

In reference to the above subject, it is submitted that an incident occurred on 12.03.2026 while working Train No. 12238 with Loco No. 39308/BRC at LDH station in FZR Division. The detention occurred as the Loco Pilot inadvertently operated the BPEMS switch while starting the train from LDH station and failed to reset it in time. As a result, the train was logged into the asset account, leading to a loss of punctuality for another train.

In this regard, the correct procedure for operation and resetting of the BPEMS switch is detailed below:

Operation of BPEMS Switch:

Practical Training & counselling:-

A red-coloured push button is provided on Panel 'A' at a location accessible to both the Loco Pilot and Assistant Loco Pilot. Under normal conditions, the button remains in the projected (outward) position.

In case of an emergency, when the button is pressed, it gets locked in the pressed position and initiates the following actions:

1. VCB opens.
2. TE/BE comes to '0'.
3. Pantograph lowers.
4. BP drops to '0' kg/cm² and train/loco brakes are applied.
5. LSFI & BPFA indications glow with message (F1008P1).
6. "Emergency shutdown on the loco" message appears on screen and the train comes to a halt with emergency brake application.

Procedure for Resetting BPEMS Switch

1. Bring TE/BE throttle to '0'.
2. Keep A-9 brake valve in emergency position to prevent MR pressure dropping.
3. Press the Emergency Stop Push Button slightly and rotate it clockwise as per the arrow indication; the button will come out to its normal position.
4. Press BPFA and acknowledge the fault; node information will appear.
5. Energize the locomotive and resume working of the train as per standard procedure.

Video Preparation:- A detailed and easy-to-understand video may be prepared demonstrating the correct operation, precautions, and consequences of improper handling of the BPEMS switch. This video should be widely circulated among all Loco Pilots.

The above measures are essential to enhance operational safety and to avoid recurrence of such incidents leading to train detention. Hence, all officers and CLIs over the FZR division are hereby instructed one round counselling of all Running Staff and progress report of counselling may be updated on weekly basis to HQ office. Further, submit the compliance on completion of one round counselling.

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

Northern Railway

Headquarters Office,
Baroda House,
New Delhi

No. 230-Elect/TRS/112.

Dated 18.03.2026

Sr.Div. Elect. Engg/RSO& TR,
Northern Railway,
DRM Office,
DLI, FZR, JAT, LKO, MB & UMB.

Principal,
ETC & DTC, Northern Railway.
GZB, AMV, LDH & TKD.

Sub: Practical training of Running staff and preparation of video on operation of BPEMS for counselling of Running Staff - reg.

Recently, a case of detention of Train No. 12238 (JAT-BSB) Express was reported while working with Loco No. 39308/BRC at LDH station in FZR Division. The detention occurred due to Loco Pilot accidentally operated the BPEMS switch during starting train from LDH station.

In view of the above, all Divisions and Training Schools are advised to take the following actions:

- 1. Practical Training & counselling:** Ensure that all Running Staff are imparted proper practical training on operation and handling of BPEMS switch during field counselling and refresher courses and in case BPEMS switch operated then fault message "SS-10 F1008P1 Brake System EMERGENCY STOP, SHUTDOWN ON THE LOCO, To release, reset emergency stop push button, Bring TE/BE Throttle to 0" will pop-up on DDS screen.
- 2. Video Preparation:** A detailed and easy-to-understand video may be prepared demonstrating the correct operation, precautions, and consequences of improper handling of the BPEMS switch. This video should be widely circulated among all Loco Pilots.

The above measures are essential to enhance operational safety and to avoid recurrence of such incidents leading to train detention. Hence, a drive should be launched for one round counselling of all Running Staff and progress report of counselling may be updated on weekly basis to HQ office. Further, submit the compliance on completion of one round counselling.

Digitally Signed by Kamal
(Kamal Kant Rastogi)
Kant Rastogi
Dy. CEE/OP
Date: 18-03-2026 17:50:25
Reason: Approval for
for Release of Application/Operation

Copy to:

Pr.CEE/NR & CEE/OP: for kind information please.