

## **DFCR Safety Bulletin No. 1/2022**

No. HQ/OP&Safety/Safety Bulletin/2020

Dated: 24/03/2022

**All CGMs of DFCCIL  
All Field Official of DFCCIL,  
ALL TIs/SMs/ASMs of DFCCIL,**

### **Sub: Precaution during Track Maintenance.**

An incident was reported in Corporate Office on 23.03.22 regarding damaged of fuel tank of loco no.70417 WDG4/ET of Train No. MDPT/CMLK between New Sakhun-New Saradhana stations of WDFC. It was found that track maintenance work was going on without any information to OCC/ADI or Station Master. Contract labour, when saw train is coming, left the site leaving jack on the track, resulting the incidence.

This accident happened because no procedure of block was followed for this maintenance work and concern supervisor of DFCCIL failed to supervise the maintenance activity. It is mention that 4 hrs maintenance blocks are being given on regular basis, so such type of maintenance practices should be completely stopped.

**To avoid such type of incidents in future, and to ensure safety in train operation, the following rules should be adhered strictly during maintenance of track**

1. DFCR-G&S Rule 239- Regarding Work involving danger to trains or traffic.
2. DFCR-G&S Rule 241-Precautions before commencing operation, which would obstruct the line.
3. DFCR-G&S Rule 242- Showing of signals to stop a train in case of obstruction or when the line is under repair but movement of trains on that portion of the track need not be suspended.

*24.3.22*

**(Sudhir Chandra Kumar)**

**General Manager/Traffic & Safety**

Copy to:

1. Secretary to MD for information of MD.
2. Director/OP&BD/PP/INFRA for kind information.
3. ED/EDFC & WDFC for kind information.

## Safety Bulletin-2/2022

HQ/Safety Bulletin/2022

Date: 27.04.2022

All CGMs/GM (Co.)  
All field officials of DFCCIL  
All TIs/SMs/ASMs of DFCCIL

### **Precautions before allowing Traffic Block/Power Block**

1. Confirm that there is no train in the concerned section/Block Section.
2. SM should ensure Blocking of concerned Last Stop Signal/Reception Stop Signal/Concerned Track Section/Points on VDU before allowing the Block in yard/Block Section.
3. Record details of Block in Red ink in TSR and station diary regarding Block.
4. Ensure no train is allowed to enter in the Block Section unless the traffic block is cancelled.
5. In case of only power block, ensure no electric train is allowed to enter in the Block Section unless the Power Block is cancelled.
6. In case of only power block, if diesel train is allowed then issue caution order regarding details/works being carried out under Power Block before dispatching diesel train.

  
27.4.22  
GM/Traffic & Safety

Copy to:-

1. Secy. To MD for kind information of MD.
2. Dir./OP&BD, Dir./PP, Dir./Infra. For kind information.
3. ED/EDFC & ED/WDFC for kind information.

## **DFCR Safety Bulletin No. 3/2022**

No. HQ/OP&Safety/Safety Bulletin/2020

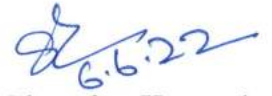
Dated: 06/06/2022

**All CGMs of DFCCIL  
All Field Official of DFCCIL,  
ALL TIs/SMs/ASMs of DFCCIL,**

**Subject: Safety Precautions during allowing traffic/Power Block.**

On demand of Traffic/Power block through DFIS, Station Master obtains permission from OCC under exchange of private number; ensure the following before allowing Power/traffic block.

1. Confirm that there is no train in the concern section/ block section.
2. Station Master should ensure blocking of concern last stop signal/reception stop signal/ concerned track section/ points on VDU before allowing the block in yard/block section.
3. Record details of block in red ink in TSR and station diary at both stations.
4. Inform details about the block to the adjacent Station Master i.e. Km, speed restriction if any, nature of work etc. under exchange of private number before allowing power/Traffic block.
5. Ensure no train is allowed to enter in the block section unless the block is cancelled.
6. In case of only power block if diesel train is allowed then issue caution order regarding details of work with Km being carried out under power block before dispatching diesel train.



**(Sudhir Chandra Kumar)**  
**General Manager/Traffic & Safety**

Copy to:

1. Secretary to MD for information of MD.
2. Director/OP&BD for kind information.
3. Director/Infra for kind information.
4. Director/PP for kind information.
5. ED/EDFC & WDFC for kind information.
6. All GGMs/GMs/AGMs/JGMs for information & necessary action.
7. GGM/IT - Kindly upload this bulletin as pop-up.

**DFCR Safety Bulletin No. 04/2022**

**No. HQ/OP&Safety/Safety Bulleting/2022**

**Date: 14.06.2022**

All CGMs of DFCCIL,  
All Field Officials of DFCCIL,  
All TIs/SMs/ASMs of DFCCIL.

**Sub: Setting Of Points When the Line Is Occupied By a Train.**

During inspection it has been observed that some of the station masters are not following the DFCR-GR Rule No. 68 regarding setting of points against the blocked lines. Important Rules regarding duties of Station Master about setting of points when a line is blocked by a train or by a stabled load are being reiterated below for proper counselling and implementation:

- (i) Immediately set points against the blocked line on arrival of a train when the running line is blocked by a train.
- (ii) Set the points **in rear** against the blocked line in case of double line section.
- (iii) Set the points at **either end** against the blocked line in case of single line section.
- (iv) Set points against the blocked line when the line is blocked by a stabled load.
- (v) Set points for loop line when all lines are occupied at a station and train is approaching.
- (vi) Apply point block through VDU after setting of points against block line.
- (vii) See **DFCR G&SR Rule no.68** for further clarification.

  
GM/Traffic & Safety

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2. Dir./OP&BD for kind information.
3. Dir./Infra for kind information.
4. Dir./PP for kind information.
5. ED/EDFC & WDFC for kind information.
6. GGM/IT – kindly upload this bulletin as pop-up.

DFCR Safety Bulletin No. 05/2022

Date: 21.06.2022

No. HQ/OP&Safety/Safety Bulletin/2022

All CGMs of DFCCIL,  
All Field Officials of DFCCIL,  
All TIs/SMs/ASMs of DFCCIL.

Sub:-Reception of train on an obstructed line.

1. (a) Reception of a train at a station shall be done on a signalled line which is clear of any obstruction.  
(b) In case of emergency when a train is to be received on an obstructed line the Station Master on duty shall ensure that the signals controlling the reception of the train are kept at 'ON' and all the points over which the train has to pass are correctly set and the facing points locked.
2. After the train has been brought to a halt at the first stop (home signal), it may be received on the obstructed line by,  
(a) Authorising the Loco pilot to pass the Stop signal at 'ON' by taking 'off' the calling-on signal, or  
(b) Authorising the Loco pilot to pass the Stop signal at 'ON' in written authority in Form 5.
3. The Loco pilot shall enter the obstructed line at speed not exceeding fifteen kilometre per hour and keep his train well under control so as to be able to stop short of any obstruction or on being shown a hand danger signal.
4. A Stop hand signal shall be exhibited by a competent railway servant assigned by Station Master at a distance of about forty five meters from the point of obstruction to indicate to the Loco pilot as to where the train shall necessarily be brought to a stand, and hand piloted beyond that point if so required.
5. See DFCR G&SR Rule no. 136 for further clarification.

  
21.06.2022  
AGM/Traffic & Safety

Copy to:-

1. Secy. To MD for kind information of MD.
2. Dir./OP&BD for kind information.
3. Dir./Infra for kind information.
4. Dir./PP for kind information.
5. ED/EDFC & WDFC for kind information.

**DFCR Safety Bulletin No. 06/2022**

No. HQ/OP&Safety/Safety Bulletin/2022

Date: 06.07.2022

All CGMs of DFCCIL,  
All Field Officials of DFCCIL,  
All TIs/SMs/ASMs of DFCCIL.

**Sub:- Monsoon Precaution during rainy season.**

Heavy rain is expected in this monsoon season. In last week rain cuts happened in EDFC & WDFC also and speed restrictions were imposed. To avoid any eventualities in the monsoon, following precautions to be taken:

1. The line shall be patrolled regularly during the period of vulnerability at regular interval.
2. Whenever a railway servant deputed to patrol the line notices any condition likely to affect the safety of a train or otherwise apprehends danger, he shall intimate through "Railway Emergency Call" where MTRC system provided and placed an amber flasher signal in a prominent position to warn the LP of approaching trains.
3. In case patrolman does not have MTRC, he shall immediately inform the SM of the nearest station through approved means of communication.
4. He will secure the obstruction first and then he will show danger signal to approaching train.
5. If MTRC is not available or integrated with similar facility on foreign railway, protection of obstruction on section where line of different railway run in parallel, shall be undertaken.
6. The movement of patrolman shall be checked regularly to ensure that proper patrolling is being done. GPS tracker should also be supplied to patrolman.
7. Regular monitoring of GPS tracker should also be done by the concerned Officials.
8. Drain along with track should be clear and bushes should also be removed.
9. High bank should be made safe with proper pitching of stone and boulders.
10. Adequate monsoon reserve should be kept at ready position.
11. See DFCR G&SR Rule no. 238 and P. Way for further clarification.

  
GM/Traffic & Safety

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1. Secy. To MD for kind information of MD.
2. Dir./OP&BD for kind information.
3. Dir./Infra for kind information.
4. Dir./PP for kind information.
5. ED/EDFC & WDFC for kind information.

**DFCR Safety Bulletin No. 07/2022**

Date: 31.08.2022

No. HQ/OP & safety/Safety Bulletin/2022

All CGMs of DFCCIL,  
All field officials of DFCCIL,  
All TIs/ASMs/SMs of DFCCIL.

**Sub:-Trains unusually delayed in a block section.**

- (1) In case a train is unusually delayed beyond twenty minutes of the normal running time.
- (2) The Station Master on duty at the station in advance shall immediately contact Loco Pilot on the approved means of communication.
- (3) To ascertain the reason for the delay and to satisfy that all is well with the train or if any precaution are to be taken for running subsequent train on the same or adjacent line and measures are required to be taken for rescue and relief of the affected train or obstruction, if any.
- (4) Measures are required to be taken for rescue and relief of the affected train or obstruction, if any.
- (5) In case the Loco pilot does not respond, bring it to the notice of the Station Master of the station in rear and to the controller to this fact.
- (6) SM will arrange to stop the subsequent/adjacent train and shall issue caution Order.
- (7) In case of single line, the Station Master at either or both ends shall dispatch a railway servant by the fastest mode available to ascertain the whereabouts and the condition of the delayed.

  
GM/Traffic & Safety

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2. Dir./OP&BD for kind information.
3. Dir./Infra for kind information.
4. Dir./PP for kind information.
5. ED/EDFC & WDFC for kind information.

## Safety Bulletin No.- 8/2022

25/1

HQ / Safety Bulletin / 2022

Datad-03/10/2022

All CGM's/GM (co).

All field officials of DFCCIL

All TI's /Executives/ Jr. Executives of DFCCIL.

### Precautions before and during Traffic Block/ Power Block

1. Before allowing any Traffic / Power Block on duty Executive (OP & BD) must inform & take permission from the Section Controller.
2. After informing the details of the work to be done and affected section, Private No's must be exchanged with section controller/ Power Controller and both side adjoining stations as the case may be.
3. Ensure and confirm that there is no train in the concerned section / Block Section.
4. Executive (OP&BD) should ensure **Blocking Over VDU** of concerned last stop signal , Reception stop signal/ concerned Track section & route / points before allowing the Block in the yard/ Block Section.
5. Record details of Block in Red ink in TSR and station dairy regarding block.
6. Ensure that no train is allowed to enter in the Block Section unless the Traffic / Power block is cancelled.
7. Ensure the cancellation of Power Block from Traction Power Controller.
8. Ensure no electric Train is allowed to enter in the Block section unless the Power Block in Cancelled, In Case of only Power block.
9. In Case of only Power block, if diesel train is allowed then issue caution order regarding details /work being carried out under power block before dispatching Diesel train.
10. Ensure to keep Mobile No. of the Supervisor who has taken Traffic / Power Block and remain in touch with him about the progress of work and Cancellation of Block.

  
GM/Traffic & Safety

Copy to:-

1. Secy. To MD for kind information of MD.
2. Dir. /OP&BD, Dir. / PP, Dir. / Infra. For kind information.
3. ED/EDFC & ED/WDFC for kind information.

All CGMs/ EDFC & WDFC  
All SMS, TIs, Area Managers, DGMs/OP&BD  
All APMs/DPMs/DGMs/Mechanical, OCC/PRYJ & ADI

Date: 18.10.2022

**RED BULLETIN** (January to September-2022)  
**(Safety Bulletin No: 09/2022)**

Date	Section	Brief Description	Root Cause	Lesson Learnt
08.03.22	New Rasulabad- New Sujatpur	Head on Collision of Tower Wagon (DFCCIL) with one engine (GMR) + 2 BFR	Negligence of both of the contractors, GIL-SIL – JV & LNTB as both vehicles moved on same line (UP line) in same block section without taking permission from OCC/PRYJ.	Safety Circulars regarding working in to be commissioned section must be followed. All works should be done under supervision of DFC officials and after approval of OCC.
22.03.22	Chainage No. 1067/40-41 Between New Kishangarh-New Sakhun	Damage of Loco Fuel Tank of Diesel Engine- 70317 WDG4 of DN train MDCC-CMLK	Civil Eng. Official + Contractor's track maintenance staff were working on running track without traffic block and mechanical jack was provided inside the track. Site was also not protected.	Without taking traffic block work must not be done either at station or in block section. Protection of site must be done and Track clearance & removal of all machines and materials from track should also be ensured.
27.03.22	Bhaupur (IR)– New Bhaupur	Wagon No. 42089560013/ WR/BTPGLN/E fourth from TE derailed by front trolley.	Due to bad parameters in Newly laid down DFC track & loose packing and also poor maintenance of Wagon during POH/IOH.	Track should be maintained as per P-way manual, fitness of the track should be given after complete safety checks. Maintenance depots must pay more attention before issuing fitness of wagon.
27.04.22	New Keshavganj	Train no -CMLK-MDCC/DS	Fire in engine no 13391 WDG-3A/LKO (rear engine of multiple unit) due to turbo charger found broken and LP/TM failed to inform timely to SM/KVJN regarding assistance required.	Engine Maintenance depots/ sheds must do intensive examination before issuing fit Certificate of engine. LP/TM should inform timely about assistance required and SM should arrange the same quickly.
30.04.22	New Achalda- New Ekdil	Up KNZ got derailed (15 BOXNHL) after breakage of Journal due to Hot Axle.	Hot axle occurred due to failure of roller bearing and enroute SM/ULDN failed to stop the train to check hot axle even	Station staff/ Gateman must follow the DFCR-GR-278 and minutely watch the trains passing through stations/ LC gates and stop

			after pre information and enroute gatemen also failed to detect Hot axle & stop the train by showing Red Hand signal resulting breakage of Axle Journal which led to derailment.	the train if anything found unsafe/dangerous in running train.
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Copy to-

1. Secretary to MD for kind information of MD
2. Director/OP&BD, Director/PP, Director/Infra. ED/WDFC, ED/EDFC- for kind information.
3. All GGM/GMs- OP&BD, Civil, S&T, Mechanical and OHE at Corporate Office.

*18.10.22*

(Sudhir Chandra Kumar)  
GM/Traffic & Safety/CO



All CGMs/ EDFC & WDFC  
All SMs, TIs, Area Managers, DGMs/OP&BD  
All APMs/DPMs/DGMs/Mechanical, OCC/PRYJ & ADI

Date: 18.10.2022

## **YELLOW BULLETIN** (January to September-2022) (SAFETY BULLETIN NO. 10/2022)

Date	Section	Brief Description	Root Cause	Lesson Learnt
06.01.22	New-Makhanpur-New Tundla	Train parting incidence of Train No. UP MTSS (Wagon No. NCR-22130969248 & CR-22011715575), twice	The incidence was occurred due to negligence of BKSC staff who supervised loading and failed to ensure proper securing of tarpaulin and fastening with rope.	Proper packing and lashing of the load before start from loading station must be ensured. En-route station staff also watch such irregularities.
22.01.22	Sri Amirgarh-New Palampur	Train parting due to miscreant activity.	Some miscreant operated the operating handle of CBC, which cause the parting of the train.	Security & station staff of the station should be vigilant during stopping of train at a station.
26.02.22	DFC OHE Chainage Set AELN-DBLN 1289/09 (IR-47/6-7)	Uncontrolled Truck RJ-18-G13-6411 dashed with OHE Mast.	Non-availability of Fencing between DFC track and road.	Fencing must be done at such type of vulnerable locations.
27.03.22	New Chandwal-New Marwar Jn.	The Guard of the train PT/MDCC load 45-1 Loco No. 31642 informed SM/New Marwar that smoke is coming out from one container.	Fire Caught up in wooden wedges provided to support the cables drums loaded in container.	Loading points/ sidings must follow the instructions about proper lashing, packing and securing of goods.
27.04.22	New Rewari-New Ateli	Train no DER-CMLK/12248 entered in block section during traffic block on Up line.	Negligence of on duty SM/REJN. Station Master failed to follow the basic rules of sending a train from station. SM did not blocked the route/signal through VDU.	SM/REJN failed to block Route/Signal/Point on VDU after granting block. DFCR-GR rule-239 and safety bulletins no-2/2022, 03/2022, 08/2022 issued in this regard must be followed strictly.

07.05.22	New Daudkhan– New Khurja	UP SOG passed UP Home signal no-11 at on position (SPAD)	Loco pilot applied brakes late.	Loco Pilot should be counselled about timely application of brake in three aspects and four aspects signalling system.
12.07.22	New Achalda– New Kanchausi	DN BSCS passed home signal (S70) at ON position.(SPAD)	Loco pilot applied brakes late.	Loco Pilot should be counselled about timely application of brake in three aspects and four aspects signalling system.
07.09.22	Kuberpur (IR)- New Tundla	DN AMG/41221 passed DN Home signal (S90) at ON (SPAD).	Loco pilot applied brakes late.	Loco Pilot should be counselled about timely application of brake in three aspects and four aspects signalling system.
22.09.22	Ganjkhwaja (IR)- New Ganjkhwaja	DN SGV 32605 passed DN Main Line Starter signal (S4) at ON (SPAD)	Loco pilot was working on EDFC without ROAD learning and CLI who was accompanying to this train has given wrong instruction to LP.	Loco Pilot & CLI should have proper LR of the Automatic Block Signalling section and no LP/ALP should be booked to work the train without having LR.

Copy to-

1. Secretary to MD for kind information of MD
2. Director/OP&BD, Director/PP, Director/Infra. ED/WDFC, ED/EDFC- for kind information.
3. All GGM/GMs- OP&BD, Civil, S&T, Mechanical and OHE at Corporate Office.

*18.10.22*  
(Sudhir Chandra Kumar)  
GM/Traffic & Safety/CO



**SAFETY ORGANIZATION, DFCCIL - CORPORATE OFFICE, NEW DELHI**





डेडीकेटेड फ्रेट कोरीडोर

डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इण्डिया लि.  
भारत सरकार (रेल मंत्रालय) का उपक्रम  
**Dedicated Freight Corridor Corporation of India Ltd.**  
A Government of India (Ministry of Railways) Enterprise

## **Safety Bulletin No.- 11/2022**

HQ/Safety Bulletin/2022

Date: 20.12.2022

All CGM's/GM (CO)

All field officials of DFCCIL

All TI's/Executives of DFCCIL.

### **Procedure of introducing MABS during thick and foggy weather**

In this regard a safety circular vide no. 01/2022 was issued on 25.10.2022 which needs to be followed.

Following precautions should be taken before introducing MABS system:

1. SM of the train dispatching station shall talk to the SM of receiving station and OCC., After exchanging Pvt. No., the SM of receiving station shall operate the corresponding switch/button to implement MABS.
2. Before operating the switch/button for putting Home signal and mid section modified semi-automatic stop signal at 'ON', SM of receiving station has to ensure that no train has approaching near MABS/Home signal (at least two Auto Signal before) to avoid sudden application of braking by the Loco Pilot.
3. For detail procedure follow the Safety Circular No. 01/2022.

  
20.12.22  
GM/Traffic & Safety

#### **Copy to:**

1. Secy. To MD for kind information of MD.
2. Dir/OP&BD, Dir/PP, Dir/Infra for kind information.
3. ED/EDFC & ED/WDFC for kind information.

**YELLOW BULLETIN NO - 1**  
**Symptoms of Hot Axle Roller Bearing**  
**हॉट एक्सल रोलर बेयरिंग के लक्षण**

<b>During Day/ दिन के दौरान</b>	
<ul style="list-style-type: none"> <li>• Smell of Burning Grease</li> <li>• Splashing of Grease on Wheel Disc</li> <li>• Discolouration of Axle box</li> <li>• Smoking from the Axle Box</li> <li>• Axle box cover cut or bulged</li> <li>• Axle may get locked &amp; Wheel skidding</li> <li>• Vibration in Wagon/Trolley</li> <li>• Screeching Sound</li> <li>• Tilting of spring</li> </ul>	<ul style="list-style-type: none"> <li>• जलती हुई ग्रीस की गंध</li> <li>• व्हील डिस्क पर ग्रीस का छिड़काव</li> <li>• एक्सल बॉक्स का रंग बदलना</li> <li>• एक्सल बॉक्स से धुआं निकलना</li> <li>• एक्सल बॉक्स कवर कट या उभड़ा हुआ</li> <li>• एक्सल लॉक होना और व्हील स्किडिंग करना</li> <li>• वैगन/ट्रॉली में कंपन</li> <li>• कर्कश ध्वनि की आवाज</li> <li>• स्प्रिंग का झुकना</li> </ul>
<b>During Night/ रात के दौरान</b>	
<ul style="list-style-type: none"> <li>• Smell of Burning grease</li> <li>• Axle Box cover hot/ Red Hot and clearly visible red glow during night</li> <li>• Axle may get locked &amp; Wheel skidding</li> <li>• Screeching Sound</li> <li>• Spark along rail</li> </ul>	<ul style="list-style-type: none"> <li>• जलती हुई ग्रीस की गंध</li> <li>• एक्सल बॉक्स का गर्म/लाल और स्पष्ट रूप से दिखाई देने वाली लाल चमक</li> <li>• एक्सल लॉक होना और व्हील स्किडिंग करना</li> <li>• कर्कश ध्वनि की आवाज</li> <li>• रेल के किनारे चिंगारी दिखना</li> </ul>

Duties of Staff In Case Of Hot Axle	हॉट एक्सल के मामले में स्टाफ के कर्तव्य
1. On noticing or being informed about Hot Axle, DFCCIL Staff (Gateman/MTS/SM/HABD Staff/Other DFCCIL Staff) shall warn the Loco pilot/Guard of passing train to stop the train by showing red flag by day and red light by night and through walkie-talkie/VHF set or any other available means of communication. Inform Loco pilot and Guard about Hot Axle wagon in the train.	1. स्टेशन मास्टर/एचएवीडी स्टाफ अन्य डीएफसीसीआईएल स्टाफ गेटमैन/एमटीएस द्वारा गाड़ी में हॉट एक्सल पाए जाने पर लोको पायलट या गार्ड को दिन में लाल झंडी एवं रात में लाल बत्ती दिखाकर गाड़ी रोका जाएगा एवं हॉट एक्सल की सूचना लोको पायलट तथा गार्ड को वॉकी टॉकी/वीएचएफ सेट या संचार के अन्य उपलब्ध साधनों से दी जाएगी।
2. If Loco Pilot/Guard fails to take notice, he shall immediately inform the nearest station master and Gateman.	2. हॉट एक्सेल के बारे में यदि लोको पायलट या गार्ड ध्यान देने में विफल रहता है तो वह तुरंत निकटतम गेटमैन एवम् स्टेशन मास्टर को सूचित करेगा
3. Station Master shall put the concerned Stop Signal at 'ON' and inform Loco Pilot and Guard about Hot Axle in the train.	3. एसएम संबंधित रोक सिग्नल को ऑन करेगा एवं चालक एवं गार्ड को हॉट एक्सेल की सूचना देगा।
4. If Station Master unable to stop, he will advise the TPC to switch off the OHE supply to stop the train and inform Loco Pilot and Guard about Hot Axle in the train.	4. यदि स्टेशन मास्टर रोकने में असमर्थ है, तो वह टीपीसी से विद्युत आपूर्ति बंद कराकर गाड़ी को रूकवाएगा और लोको पायलट और गार्ड को ट्रेन में हॉट एक्सल के बारे में सूचित करेगा।
5. The Loco Pilot and Guard after stopping shall examine and may proceed to the next station if he considers it safe to do so or consult with on duty TRS controller of OCC.	5. लोको पायलट एवं गार्ड संबंधित वैगन की जांच करेगा एवं यदि अगले स्टेशन तक ले जाना सुरक्षित समझता है तो अगले स्टेशन तक ले जाए अन्यथा ओसीसी में ड्यूटी पर उपस्थित टीआरएस नियंत्रक से परामर्श करेगा।
6. Station Master shall preferably receive such train on the main line otherwise stop it at the first stop signal before receiving it on loop line.	6. स्टेशन मास्टर सामान्यतः ऐसी ट्रेन को मेन लाइन पर लेगा यदि इसे लूप लाइन पर लेना आवश्यक हो तो गाड़ी को पहले स्टॉप सिग्नल पर रोक देगा।

7. The Station Master shall consult with Loco Pilot and if he so requires the vehicle shall be detached from the train. If needed, Loco Pilot may consult TRS controller	7. स्टेशन मास्टर, लोको पायलट से परामर्श करेगा और यदि वह चाहता है तो वाहन को ट्रेन से अलग कर दिया जाएगा। यदि आवश्यकता हो, लोको पायलट टीआरएस नियंत्रक से इस सम्बन्ध में परामर्श करेगा
8. Water must not be poured on the Hot Axle for to cool it but wait until it gets cooled by itself. If there is fire on the hot box then fire extinguisher, sand, soil can be used to extinguish the fire.	8. हॉट एक्सल को ठंडा करने के लिए पानी नहीं डालना चाहिए बल्कि उसके अपने आप ठंडा होने का इंतजार किया जाएगा। यदि हॉट बॉक्स में आग लगी हो तो आग बुझाने के लिए अग्निशामक, रेत, मिट्टी का उपयोग किया जा सकता है।
9. The vehicles/wagons with hot axle detached from the train at station, will be secured and entered in the stable load register.	9. स्टेशन पर गाड़ी से अलग किए गए हॉट एक्सल वाहनों/वैगनों को सुरक्षित कर स्टेबल लोड रजिस्टर में दर्ज किया जाएगा।



(Sudhir Chandra Kumar)  
GM/Traffic & Safety  
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