

No. HQ-OPBD(RTPQ)/1/2024 (30000)

Date : 04.12.2024

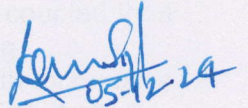
Sub : Providing information w.r.t. RTI Application received under the RTI Act 2005

Ref : JGM/Admin(CPIO) e-mail (RTI-1123), Dated – 25.11.2024

In reference to above, item wise reply is given below:

S. No.	RTI	Reply
1.	<p>Who is responsible for applying Hand Brakes of wagons of the train NRT at DFCR station.</p> <p>If the Crew demands a memo for unstabling the NRT load from DFCCIL station, then what procedure is adopted by DFCCIL station for unstabling that load.</p>	<p>The process of load stable and load unstable are available in the DFCR G&SR link - https://dfccil.com/Home/DynemicPages?MenuId=287 & Safety Circular No.-1/2024. (Annexed).</p>

This has the approval of GM/OP&BD.


AGM/OP&BD

AGM/Admin

Safety Circular No.1/2024

No. HQ/OP&Safety/Safety Circular/2024

Dated: 07/03/2024

All CGMs of DFCCIL

AGM OCC/PRYJ & ADI/Area Manager/DY PM(T)/EDFC&WDFC/Section incharge /All SMs

Subject: Stabling and Securing of Vehicles/Train/Load of the Train.

On 25.02.2024 a ballast DMT Load of 53 BOBYN started rolling down towards Pathankot from Line no. 3 UP main line of Kathua station of Northern Railway. This load was stopped at Unchibassi Station. This train travelled around 70 Km without Loco Pilot & Train Manager. This incident is very serious having hidden potential hazards. The incident could have resulted in a serious accident causing loss of life and damage to Railway & other properties.

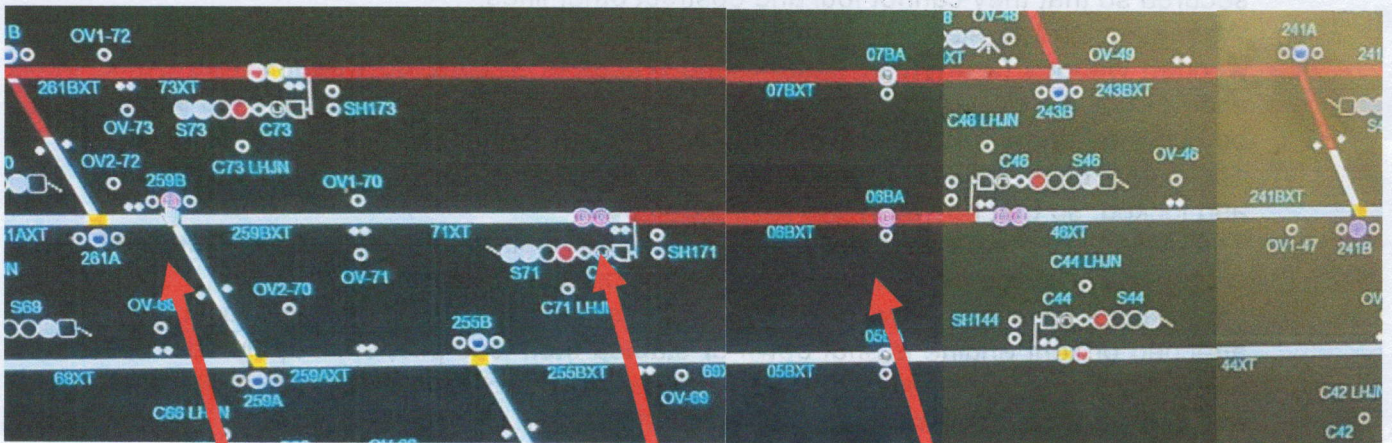
In this incident Railway has taken severe D&AR action against the staff found responsible (Station Master, Loco Pilot and Assistant Loco Pilot). To avoid occurrence of such incident on DFC routes, following instructions are being issued for strict compliance: -

- i) All station staff must read and refresh themselves about procedure of securing of vehicles mentioned in DFCR-GR 147.
- ii) Station Master must ensure that each vehicle standing at their station are properly secured so that they cannot foul and obstruct other lines.
- iii) Whenever load is stabled on running line/siding it should be secured by placing wooden wedges (2 at either ends), hand brakes of at least 06 wagons from either ends must be tightened, or chained & pad locked at both ends. Hand brakes should be operated under the supervision of Train Manager/Guard/ALP/LP.
- iv) The safety chain must be passed twice through wagon body and rail and then tied and locked, so that no strain falls on the padlock.
- v) The Wagons/Vehicles should be coupled with each other, if cannot be coupled then each part should be treated as separate load for the purpose of securing.
- vi) Loco Pilot/ALP before leaving the loco in case load/train is stabled with locomotive attached or light engine is shut down or stabled then loco pilot shall apply both SA-9/A-9 brakes, apply hand brake and parking brake, Secure loco with at least 04 wooden wedges provided on loco (2 at outermost pair of wheels).





- vii) Station Master shall obtain signature of Loco Pilot/ALP & Guard/Train Manager in Load Stabling Register.
- viii) The points must be set, locked from VDU against the blocked line. If points cannot be set from VDU then it should be manually set, clamped and locked against the blocked line.
- ix) The signal protecting entry of train in blocked line should also be blocked from VDU.



Points are blocked

Signal is blocked

Route is blocked

- x) Station Master will make a remark in TSR/e-TSR, Station Diary in red ink regarding load, securing time and line no. where the load has been stabled.
- xi) Whenever any vehicle/Train/Load is stabled, the station master shall inform OCC under exchange of private no. that all laid down precautions for stabling and securing the vehicles/train/load have been taken as prescribed under the rule.
- xii) All officials connected with inspection should ensure that above measures have been taken, whenever they visit the station.


 (Vinod Kumar Gautam)
 General Manager/Mech. & Safety

Copy to:

1. Secretary to MD- for information of MD.
2. Director/OP&BD, Director/infra and Director/PP- for kind information.

S RGM/TS - for kind information & ufa please