

**Sub:** On line RTI request No. DFCCLR/E/24/00234 dated 03/03/2024 filed by Sh. Prakash Chandra.

| Sr. No. | RTI  | Reply   |
|---------|--|---|
| 1       | Our Society (Migsun Green Mansion) which is in Surajpur site C residential area is adjacent to Freight Corridors New Dadri Railway Station. Wanted to know if there is any guidelines to be adhered by loco pilots while driving through high rise residential area, especially in night? Residents of this society is suffering from sleep disorder due to consistent noise created by pressure horns and engines from the Deisel engines of these freight trains. Can drivers not avoid using pressure horns from 10PM to 06AM? Are they trained to drive between high rise residential societies? is there any max speed limit prescribed while driving between high rise residential area? | Operating rules are followed by drivers/loco pilots while train working. Copy of the relevant rules is enclosed herewith. |

~~JGM/Adm (Sh. Prakash)~~

~~Prakash~~

15/3/24

  
(V.K. Gautam)  
GM/Mech.-I 15/3/24

**191. Loco pilot not to detach locomotive from train.-** Loco pilot shall not detach his locomotive from a running train unless permitted by station master of station in advance and as provided for in these rules.

**192. Sounding of locomotive whistle.-** (1) Except under special instructions, the loco pilot shall always sound the whistle of the locomotive according to the prescribed code of whistle or the following circumstances, namely,-

- (a) before putting a locomotive in motion;
  - (b) when entering a tunnel;
  - (c) when approaching a manned or unmanned level crossing;
- and
- (d) at such other times and places as may be prescribed by special instructions.

(2) locomotive whistle code shall be as under,-

The signals below by '0' stand for a short whistle and '—' for a long whistle,-

| S.No. | Whistle Code | Indication   |
|-------|--------------|--|
| 1     | — (long)     | <p><b>(a) Before starting,-</b></p> <ul style="list-style-type: none"> <li>I. indication to loco pilot of assisting or banking locomotive and acknowledgement by the loco pilot of assisting or banking locomotive to leading locomotive that the loco pilot of leading locomotive is ready to start;</li> <li>II. indication to loco pilot of assisting or banking locomotive and acknowledgement by the loco pilot of assisting or banking locomotive to leading locomotive that the loco pilot of leading locomotive is ready to start;</li> <li>III. locomotive ready to leave or go to loco yard;</li> <li>IV. pressure recreated on ghat section, remove sprags and also release brakes; and</li> <li>V. before starting a train from station or mid-</li> </ul> |

|   |                   |  |
|---|-------------------|--|
|   |                   | section.   |
|   |                   | <b>(b) On run,-</b>  |
|   |                   | (i) indication to loco pilot of assisting or banking locomotive and acknowledgement by the loco pilot of assisting or banking locomotive to leading locomotive that the loco pilot of leading locomotive is that assistance is not required; |
|   |                   | (ii) passing stop signal at 'ON' on proper authority;  |
|   |                   | (iii) passing an automatic stop signal;  |
|   |                   | (iv) passing an intermediate block signal at 'ON' when the loco pilot is unable to contact the station in rear; and  |
|   |                   | (v) lower or raise pantograph to be acknowledged by loco pilot of assisting locomotive.  |
| 2 | (Continuous long) | <b>(a) Before starting,-</b>   |
|   |                   | (i) recall railway servant protecting train in rear;   |
|   |                   | (ii) material train ready to leave; and  |
|   |                   | (iii) main line cleared after backing into siding.   |
|   |                   | <b>(b) On run,-</b>  |
|   |                   | (i) approaching level crossing or tunnel or area of restricted visibility or curves or cutting or site of accident;  |
|   |                   | (ii) running through a station;  |

|   |   |   |
|---|---|---|
|   |   | (iii) approaching a stop signal at 'ON';  |
|   |   | (iv) detained at a stop signal;   |
|   |   | (v) in consequence of bad weather impairing visibility or any other reason the view of signals is obstructed;   |
|   |   | (vi) apprehension of danger;  |
|   |   | (vii) danger signal to the loco pilot of an approaching train whose path is fouled or obstructed for any reason;  |
|   |   | (viii) while working on a single line section when single line working is introduced on a double line section; and  |
|   |   | (ix) moving in wrong direction on a double line or against the signalled direction in the automatic block signalling territory or against the established direction in the automatic block signalling territory on single line. |
| 3 | O O<br>(Two short one long)               | insufficient air pressure in locomotive,-   |
| 4 | OOO<br>( Three short)                     | (a) train is out of control, guard to assist, if present; and<br>(b) train cannot proceed ahead on account of accident or failure or obstruction or any other exceptional cause.  |
| 5 | __ O __ (One long, short long)<br>one one | (a) train entered block section with wrong 'authority to proceed;<br>(b) train parting;<br>(c) train arriving incomplete;<br>(d) fouling mark not cleared; and<br>(e) signal defective.   |

### G - Duties of Staff on Arrival

**193. Shutting off power.-** In stopping a train, the loco pilot shall determine where to shut off power by paying particular attention to

## RTI REQUEST DETAILS

|   |   |
|---|---|
| <b>Registration No. :</b> DFCCL/R/E/24/00234  | <b>Date of Receipt :</b> 03/03/2024   |
| <b>Type of Receipt :</b> Online Receipt   | <b>Language of Request :</b> English  |
| <b>Name :</b> Prakash Chandra   | <b>Gender :</b> Male  |
| <b>Address :</b> C 1510 Migsun Green Mansion, Zeta 1 Greater Noida, Surajpur Site C, Opp Zeta 1, Greater Noida UP, Pin:201306 |   |
| <b>State :</b> Uttar Pradesh  | <b>Country :</b> India  |
| <b>Phone No. :</b> +91-9811988078   | <b>Mobile No. :</b> +91-9811988078  |
| <b>Email :</b> pchandraa.2009@gmail.com   |   |
| <b>Status(Rural/Urban) :</b> Urban  | <b>Education Status :</b> Above Graduate  |
| <b>Is Requester Below Poverty Line ? :</b> No   | <b>Citizenship Status :</b> Indian  |
| <b>Amount Paid :</b> 10 )   | <b>Mode of Payment :</b> Payment Gateway  |
| <b>Does it concern the life or Liberty of a Person ? :</b> No(Normal)   | <b>Request Pertains to :</b>  |
| <b>Information Sought :</b>   | our Society (Migsun Green Mansion) which is in Surajpur Site C residential area is adjacent to Freight corridors New Dadri railway station. Wanted to know if there is any guidelines to be adhered by loco pilots while driving through high-rise residential area, especially in night? Residents of this society is suffering from sleep disorders due to consistent noise created by pressure horns and engines from the Deiseal engines of these freight trains. can drivers not avoid using pressure horns from 10 pm to 6 am?<br>are they trained to drive between high rise residential societies?<br>is there any max speed limit prescribed while driving between high rise residential area? |
| <input type="button" value="Print"/> <input type="button" value="Save"/> <input type="button" value="Close"/>                 |   |