

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

Date : 15.05.2025

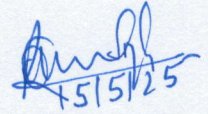
Sub : Providing information w.r.t. RTI Application received under the
RTI Act 2005

Ref : AGM/Admin(CPIO) e-mail (RTI-298), Dated – 25.04.2025

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

| S. No. | RTI | Reply |
|--------|--|--|
| 1. | What will be the speed of a long haul train when it starts from a TXR point and a non-TXR Point. | As per para no 19 of instructions for running "Super Crack/ Long Haul Trains" (copy enclosed) - Two freight trains amalgamated into one train. "The maximum speed of long haul trains shall be restricted to lower of the maximum speed of constituent trains". |

This has the approval of GGM/BD&BA



AGM/OP&BD

AGM/Admin.

Annexure- I

Instructions

HQ-OP0PLG(DRST)/1/2020

Dated: 20-06-2024

Instructions for running "Super Crack/ Long Haul Trains" - Two freight trains amalgamated into one train.

Instructions in connection with running of "Super Crack/ Long Haul" trains (two freight trains) amalgamated into one train are as follows:

1. Combination of freight trains for Long Haul is as under:-

| Front Rake | Rear Rake |
|--------------|--------------|
| Empty train. | Empty train |
| Loaded train | Empty train |
| Loaded train | Loaded train |

2. Walkie-Talkie available with the crew should be in working order.
3. Brake Pipe Pressure (BP) should be 05 kg/cm² in Leading Engine and 4.7 kg/cm² in Brake van of rear most rake.
4. Brake Power Percentage should be 95% while starting and 90% on run.
5. BP continuity to be ensured.
6. Total 05 compressors (03 leading loco+02 trailing loco) will be on and charging. Both Dynamic and Rheostatic braking should be functional in leading loco.
7. After stopping in section 06 minutes will be given for releasing of the train brakes.
8. For observation of caution order, trains will be controlled judiciously by super crack/ Long Haul crew to avoid brake binding by application of RB/ RG initially, followed by train brakes, if required.
9. Leading locomotives will work the train and trailing locos will be just piped vehicles that can provide additional power when required.
10. Clearance of cross-over/Caution orders will be repeated by the guard of the train at farthest end on Walkie-Talkie to the leading Loco Pilot. However, Long Loop clearance Boards are provided over the DFC section.
11. As far as possible, long haul to run through over the main line.
12. Backing of trains in the station yard should be avoided as far as possible and to be done with authorized staff, if required.
13. Long Haul trains (2 freight trains) can be formed at Non-TXR point/ Roadside Stations also.

14. As trains are running with GDR check after loading, in a similar manner, the formation of Long Haul trains (2 trains) at Non-TXR points, GDR checking to be ensured, by Train Crews & Guards.
15. Freight trains with valid BPC and adequate Brake Power should only be utilized for formation of Long Haul trains at stations/sidings without presence of C&W staff apart from the existing practice.
16. As per the existing practice, Cover BPC is issued at TXR point. But in this case such Cover BPC is not required.
17. These trains should be monitored with different colour schemes in both Control Office Application (COA) & Dedicated Freight Information System (DFIS).
18. Trains can also be planned with single locomotive (working) in leading to run two freight trains after amalgamated into one train.
19. The maximum speed of long haul trains shall be restricted to lower of the maximum speed of constituent trains.

All concerned are advised to note and act accordingly. These instructions are being issued with the concurrence of Mechanical and Electrical Departments.
