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 hau trains shall be restricted to lower of the maximum speed of constituent trains".

This has the approval of GGM/BD&BA

AGM/OP&BD

Date: 15.05.2025

AGM/Admin.



डेडीकेटेड फ्रेंट 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

HQ-OP0PLG(DRST)/1/2020

Dated: 27-12-2024

AGM (OP&BD), OCC, PRYJ, AGM (OP&BD), OCC, ADI,

> Sub: Running "Super Crack/ Long Haul Trains" - Two freight trains amalgamated into one train.

Instructions for running "Super Crack/ Long Haul Trains" - Two freight trains amalgamated into one train were issued vide this office letter dated: 28-06-2024. The Competent Authority has extended the trial for six months, keeping close watch of abnormalities.

All concerned are advised to note and act accordingly.

DA: Annexure- I

(Rajendra Kumar Sharma) AGM (OP&BD-II)

Copy to:

- 1. **PED TT(M)**, **Railway Board** for kind information please,
- 2. CFTM -WR, NWR, NR, NCR, & ECR for kind information please,
- 3. Divisional Railway Manager- Jaipur, Ajmer, Bikaner, Ahmedabad, Vadodara, Mumbai Central, Delhi, Ambala, Prayagraj, DDU,
- 4. Sr. DOM, Sr. DEE & SR DME- Jaipur, Ajmer, Bikaner, Ahmedabad, Vadodara, Mumbai Central, Delhi, Ambala, Ferozepur, Prayagraj, DDUmay please issue necessary instructions to the Crew. Necessary instructions to be issued and depute CLI/LI/TI for counselling.
- 5. Director (OP&BD) & Director (PP & Infra) for kind information please.
- 6. All Group General Manager/ General Manager of Corporate Office.
- 7. CGMs/ GM (Co-ord.) of Field Units.
- 8. Secretary to MD-for kind information of MD.

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.

Page-1 of 2

- 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.

Page-2 of 2