

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.2012/Safety(A&R)/19/1

New Delhi, dated 24.02.2012.

The General Manager
All Indian Railways including
Konkan Railway Corporation

Sub: Securing of vehicles/loads/trains/locomotives at stations and in block section.

There have been few recent incidences of rolling down of loads/vehicles resulting in accidents. The matter has been considered in Board's office. Precautions to be taken for stabling loads/trains and securing of vehicles/loads/trains/locomotives at stations as well as securing of trains stranded in block section are consolidated and reiterated below:-

1. Action by Station Master/Traffic Staff when vehicles/load/train is to be stabled at Station:-

- (a) The vehicles/load/train be chained and padlocked using **atleast** two chains, one at either end;
- (b) **Atleast** four sprags/wooden wedges be used, two each below the outermost pair of wheels at either end;
- (c) Hand brakes of **atleast** 6 wagons from either end must be fully tightened. In case coaching vehicles are stabled, Guard's hand brakes in SLR(s) must be applied. The hand brakes must be operated under the personal supervision of the Guard, and in the absence of Guard, by SM/ASM on duty;
- (d) The vehicles of stabled load/train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing;
- (e) The points must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available;
- (f) Stop Collars must be placed on relevant signal and point buttons/slides/levers etc.;
- (g) Remarks should be made in TSR and/or SM diary in Red ink to the effect that 'Line No. _____ is blocked and all precautions for securing the load have been taken' as prescribed above;
- (h) After any load/train/loco is stabled, the station master must inform the section controller supported by private number that all laid down precautions for stabling and securing the load/train/loco have been taken.

2. Additional precautions to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper may have been prescribed under approved special instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions.

- (a) Before vehicles are uncoupled, the hand brakes should be applied, sprags/wooden wedges/skids, should also be used to prevent vehicles from rolling down;
- (b) As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines.
3. Action by Loco Pilot/Assistant Loco Pilot before leaving the loco in case load/train is stabled with locomotive attached or light engine(s) is/are shut down or stabled:-
- (a) Application of both SA-9 and A-9 brakes;
- (b) Application of hand brake and parking brake;
- (c) Secure the loco with wooden wedges provided on the loco;
4. (a) Loco Pilot while on duty should not leave loco unmanned. In case he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring 3 (a), (b) & (c) above;
- (b) Before leaving the station/yard, the Loco Pilot and Guard should jointly record in a register to be maintained with Station Master that the load & loco has been secured as prescribed above.
5. Action to be taken by Loco Pilot/Assistant Loco Pilot and Guard when the train is stalled in block section due to accident, failure, obstruction or any other reasons:-
- (a) Loco Pilot/Assistant Loco Pilot and Guard should protect the train as per provisions of G&SRs 6.03;
- (b) The train should be secured by applying loco brakes (SA-9, A-9 & hand brake) and hand brakes of **atleast** six wagons at either end of the train. The hand brake should be operated by Assistant Loco Pilot from leading end and by the Guard from the rear end. In case the train is being worked without Guard, the duties of the Guard shall devolve on the Assistant Loco Pilot. In case of coaching trains, the Guard should apply hand brakes of the SLR in addition to the application of loco brakes by the Loco Pilot.
6. Station Staff, Guard, Crew and Section Controller should be aware of gradients at Stations/Yards/Sidings and block sections.
7. Frequent counseling in this regard should be done by concerned Supervisors.
8. The Railways must ensure availability of adequate number of sprags & chains of approved design at stations and wooden wedges on locos.

This has the approval of Board (ML, MM & MT).


(J.S. Bindra)
Director/Safety

No.2009/Safety(A&R)/19/21

New Delhi, dated 24.02.2012

Copy forwarded for information and necessary action to :-

1. The Chief Operations Managers, All Indian Railways.
2. The Principal Chief Engineers, All Indian Railways.
3. The Chief Mechanical Engineer, All Indian Railways.