

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/1/2012

Fly Leaf No. 01/2012

Attention.....

Operating, Mechanical & Engineering Staff & All Inspecting Officials

KNOW EVERYTHING ABOUT STABLING.....

(Ref: SR 5.19, 5.23, 4.64 & CRB Fax message No. 2012/Safety-1/3/1 dated
11.01.2012)

I. WHEN DO WE CALL A FORMATION AS STABLED?

On the following occasions, a formation (Goods or Coaching) is said to be called as 'stabled load'

- ✓ Whenever the formation (may be full or partial) is berthed on a running line or in a Siding within the station yard without locomotive or
- ✓ With dead loco (with or without crew) or
- ✓ With loco in energised condition but not manned.

However, when loco reversal takes place, it shall not be treated as stabled load, but securing the formation precautions shall invariably be taken care.

II. WHAT PRECAUTIONS ARE TO BE TAKEN WHEN A FORMATION IS STABLED ON A RUNNING LINE / SIDING?

- ✓ SM shall ensure that the formation is within the fouling mark.
- ✓ All the vehicles on that line shall be in one hook.
- ✓ LP / Shunter shall ensure that A9 (formation brakes) are applied before detaching the locomotive from the formation.
- ✓ Hand brakes of at least 6 wagons from loco and 6 wagons from the BV side excluding BV shall be applied.
- ✓ In the absence of BV, a total of 18 vehicles hand brakes shall be applied which may be spread evenly on either side of the formation or act as per SWR stipulations, if given.
- ✓ Secure the formation with safety chains at least one on either side or act as per SWR instructions, if given.
- ✓ Place wooden wedges / iron skids below the wheels of the vehicles at least two wheels at either end to prevent escaping of vehicles.
- ✓ Set the points against the blocked line, clamp and padlock (wherever feasible) the same, if the formation is stabled on a running line.
- ✓ SM shall make a red ink entry in the TSR and Station Diary, if the formation is stabled on a running line.
- ✓ At end-panel stations, whenever a running line is blocked or cleared with a stabled load, CASMs and Dy.SS/Platform shall exchange PNs to that effect.
- ✓ SMs shall place 'line blocked' caps on the buttons / knobs of the panel, if

formation is stabled on a running line.

- ✓ In case of Goods vehicles berthed on mainline, tail lamps duly lit up shall be fixed on the LV on either end of the running line, if sufficient numbers of lamps are available at that station.
- ✓ After taking all the above precautions, the SM must inform the SCOR under exchange of PN that all laid down precautions for stabling have been taken. The SCOR must obtain this assurance from the SM before allowing the next train to pass through the station.

III. WHAT ADDITIONAL PRECAUTIONS SHALL BE TAKEN IN CASE OF COACHING FORMATION IS STABLED?

- ✓ Vehicles (especially with passengers) detached from trains or waiting to be attached to trains shall not be allowed to stand on a running line for a longer period than absolutely necessary.
- ✓ Hand brakes of the SLR/s shall be tightened.
- ✓ If side and tail lamp is not available, keep the HS lamps with red light glowing during night time on either side of the formation.

IV. WHENEVER MATERIAL TRAIN/S, TRACK MACHINES ARE STABLED ON A RUNNING LINE / RESPECTIVE SIDINGS – entry in the “Stabled load Register” shall invariably be made and above precautions shall be taken care by the SM & Guard / Track Machine Operator who are jointly responsible to ensure securing of the formation/s.

V. FORMATIONS HANDED OVER TO MECHANICAL STAFF UNDER CLEAR ACKNOWLEDGEMENT FOR TXR EXAMINATION – the Depot in-charge is responsible to ensure the securing of the formation and also responsible to keep a record of the same. In addition to this, the Mechanical Staff shall also ensure proper securing precautions are taken care of for those vehicles / formation that are berthed on Sicklines and Pitlines.

VI. AT MAJOR YARDS WHERE RAKES ARE BROUGHT ONTO RUNNING LINES AFTER TXR EXAMINATION OR INCOMING FORMATION IS WAITING FOR DESPATCH INTO TRAIN EXAMINATION DEPOT / LINE – following precautions may be ensured:

- ✓ If there is a loco readily available to work the formation, there is no need to treat that formation as stabled load. But, securing the formation with application of hand brakes of at least 6 wagons on either side excluding BV, placing wooden wedges / iron skids below the wheels of vehicles shall be ensured.
- ✓ If there is NO loco readily available; and the loco which brought the formation is detached; the formation shall invariably be treated as ‘stabled load’ and all precautions as envisaged above shall be taken including making entry in the ‘Stabled Load Register’

NOTE : ALL POSSIBLE AREAS ARE CONSIDERED WHILE FRAMING THIS FLY LEAF. HOWEVER, IF ANY OTHER AREA IS MISSED, SUITABLE SAFE PRECAUTIONS CAN BE FOLLOWED LOCALLY WITH THE APPROVAL OF THE DIVISIONAL AUTHORITIES.

**CHIEF SAFETY OFFICER
SAFETY ORGANISATION SOUTH CENTRAL RAILWAY**