

## **SOUTH CENTRAL RAILWAY**

**Safety.387/Fly Leaf/3/2024.**

**Fly Leaf No. 3 / 2024**

**Attention..... All Concerned .....**

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### **SECURING OF VEHICLES / LOADS / TRAINS / LOCOMOTIVES.**

Railway Operations requires frequent stabling and securing of trains in station yards and in block section during Emergencies. Proper stabling and securing of these Trains / Light Engines / Wagons etc. is very essential for safe operation.

There have been many cases of roll down due to improper stabling and securing and in few of the incidences of rolling down of load(s) / vehicle(s) resulting in derailments and accidents.

Recently one such incident took place on 25.02.2024, a ballast DMT load of 53 BOBYN wagons started rolling down from L-3 at Kathua (KTHU) Station towards Pathankot Cantt (PTKC) side and could be stopped at Unchi Bassi (UCB) Station but not before it travelled around 73 Kms. The incident was very serious from safety point of view as they have adopted shortcuts & improper stabling procedures which would have resulted in a major incident causing both loss to life & property.

Instructions have already been issued from Board's office in past vide letter of even number dated 24-02-2012 & 04-12-2018 regarding precautions to be taken for stabling load(s) / train(s) and securing of vehicle(s) / train(s) / locomotive(s) at Stations as well as securing of trains stranded in block section which are once again reiterated as under :-

#### **The main reasons for such incidents being**

1. Non application of Hand brake.
2. Not placing of wooden wedges / Skids.
3. Releasing of the brakes of entire rake by C&W / TXR staff.

#### **Stabling & Securing of vehicle(s) / load(s) / train(s) / locomotive(s) at Stations and in Block Section.**

1. Action by Station Master / Traffic staff when vehicle(s) / load(s) / train(s) is / are to be stabled at Station :-
  - (a) The vehicle(s) / load(s) / train(s) is / are chained and padlocked using **atleast** two chains, one at either end.

- (b) **Atleast** four skids / sprags / wooden wedges shall be used, two each below the outermost pair of wheels at either end.
  - (c) Hand brakes of **atleast** 6 (Six) effective wagons from either end must be fully tightened.
  - (d) In case coaching vehicles are stabled, Train Manager's (Guard's) hand brakes in SLR(s) must be applied.
  - (e) The hand brakes must be operated under the personal supervision of the Train Manager (Guard) and in the absence of Train Manager (Guard), by SM on duty.
  - (f) 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.
  - (g) The points must be set, clamped & padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available.
  - (h) Line block caps / Stop Collars must be placed on relevant signal & point knob/button/slides/levers in case of panel and concerned line / icon shall be blocked on VDU;
  - (i) Remarks should be made in TSR and in SM's 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.
  - (j) After any load(s) / train(s) / loco(s) is / are stabled the Station Master must inform the Section Controller supported by a private number that all laid down precautions for stabling and securing the load(s) / train(s) / loco(s) have been taken.
2. Additional precautions to be taken while stabling vehicle(s) / load(s) / train(s) 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 following scrupulously.
- In addition to the above, the 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 vehicle(s) / load(s) / train(s) 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. (i) 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.
- (ii) Before leaving the Station / Yard, the Loco Pilot and Train Manager (Guard) should jointly record & sign in a register to be maintained with Station Mater that the load & Loco have been secured as prescribed above.
- (iii) If the loco is not stabled along with the formation, then only Train Manager (Guard) has to sign in the stable load register.
5. Action to be taken by Loco Pilot / Assistant Loco Pilot and Train Manager (Guard) when the train is stalled in block section due to accident, failure, obstruction or any other reasons :- *(to be read with G & SRs 6.03 & 6.04)*
  - (a) Loco Pilot / Assistant Loco Pilot and Train Manager (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 6 (Six) effective at either end of the train and wooden wedges towards down Gradient.
  - (c) The hand brake should be operated by Assistant Loco Pilot from leading end and by the Train Manager (Guard) from the rear end.
  - (d) In case the train is being worked without Train Manager (Guard), the duties of the Train Manager (Guard) shall devolve on the Loco Pilot or on a railway servant deputed by him. In the event of any disability of the Loco Pilot, the duties devolving on the Loco Pilot, shall devolve on the Train Manager (Guard) or on a railway servant deputed by him.
  - (e) In case of coaching trains, the Train Manager (Guard) should apply hand brakes of the SLR in addition to the application of Loco brakes by the Loco Pilot.
6. Station Staff, Train Manager (Guard), Crew and Section Controller should be aware of gradients at Stations / Yards / Sidings and block sections.
7. Frequent counselling 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 skids / wooden wedges on locos.

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**PRINCIPAL CHIEF SAFETY OFFICER**

**SAFETY ORGANISATION**

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