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सत्यमेव जयते

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS



SAFETY PRECAUTIONS FOR STABLING AND SECURING OF TRAINS

End User : Loco Pilot and Operating staff

CAMTECH/EL/2020-21/Securing of Trains/1.0

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आयुष्मान् रड्स
रेल अग्रदूत Transforming Railways



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INTRODUCTION

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.

In past there have been many cases of roll down due to improper stabling and securing resulted into derailments and accidents, like roll down of coaching rake at Titlagarh railway station where power reverse of upcoming train from Ahmadabad to Puri was going on, while the power was reversing, the TXR staff manually released the brakes of the entire rake, due to improper stabling and securing, the rake without power rolled down and stopped at the next station Kesing yard.

The reason was

1. Hand brake was not applied in SLR.
2. Wooden wedges were not placed below SLR.
3. TXR staff released the brakes of entire rake.

→ *To avoid such cases in future a ready reckoner pamphlet for proper stabling and securing of Trains is prepared by CAMTECH, Gwalior for use of Station/ Operating staff and Loco/Assistant Loco pilots.*

STABLING & SECURING OF VEHICLES/ LOADS/ TRAINS/ LOCOMOTIVES AT STATION AND IN BLOCK SECTION

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



- ❖ The vehicles/ load/ train be chained and padlocked using at least two chains, one at either end.

- ❖ At least four sprags/ wooden wedges must be used, two each below the outermost pair of wheels at either end.

- ❖ Hand brakes of at least 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.*

- ❖ 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.



- ❖ 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.



- ❖ Stop Collars must be placed on relevant signal and point buttons/ slides/ levers etc.

- ❖ 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.
- ❖ 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 instruction.

- ❖ Before vehicles are uncoupled, the hand brakes should be applied, sprags/ wooden wedges/skids, should also be used to prevent vehicles from rolling down.
- ❖ 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:

- ❖ Application of both SA-9 and A-9 brakes.



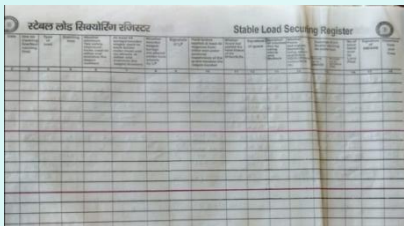
- ❖ Application of hand brake/ parking brake.



- ❖ Securing the loco with wooden wedges provided on the loco.

4. 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 that both SA-9 & A-9 brakes, hand/ parking brakes are applied & wooden wedges are also provided.
- ☞ Before leaving the station/yard, the loco pilot and Guard should jointly record in a Stable Load Securing register to be maintained with Station Master that the load & loco have been secured as prescribed above.



5. Action to be taken by Loco Pilot/Assistant Loco Pilot and Guard when the train is stabled in block section due to accident, failure, obstruction or any other reasons:

- ❖ Loco Pilot/Assistant Loco Pilot and Guard should protect the train as per provisions of G&SRs 6.03.
- ❖ The train should be secured by applying Loco brakes (SA-9, A-9 & hand brake) and hand brakes of at least six wagons at either end of the train and wooden wedges towards down Gradient.
- ❖ 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.



SAFETY IS A YEAR ROUND JOB

Disclaimer:

It is clarified that this pamphlet does not supersede any existing provisions laid down by RDSO, Railway Board or Zonal Railways. The pamphlet is for guidance only and it is not a statutory document.

If you have any suggestion or comment, please write to:

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