

North Central R
Circular No. 05/10/MECH,ALD/C&W

Head Quarters Office,
Operations Department,
Allahabad

No. T-Goods/Long Haul Train/NCR/07

Date : 24.05.2010

Divl. Railway Managers,
North Central railway,
Allahabad, Jhansi

Sr. Divl. Operations Manager,
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SUB Long haul Train between COI-MKP-STA.

Enclosed please find herewith a copy of JPO for running of Long Haul trains between COI-MKP-STA for information and necessary action please.

DA/As above

(Mansoor Ahmad)

Dy. Chief Operations Manager/Goods

C/- ✓ CME/NCR for information...

**Joint Procedural Order
for
Long Haul Trains between COI-MKP-STA**

1.0 General

- 1.1 Long Haul BCN rakes are being operated by NCR by clubbing two rakes of 42 BCN +1MT in one hook. This load works in COI- MKP-STA section of NCR/WCR.
- 1.2 The two BCN empty rakes in Long Haul to have proper BPCs and the front rake must have valid BPC.

2.0 Communication

- 2.1 The Loco Pilot and Guard shall ensure before start that their Walkie Talkie sets are in order and communication is smooth from front to the rear of Long Haul train. They must make use of Walkie Talkie set to facilitate exchange of All right signals in case of inadequate visibility due to long length of Long Haul.
- 2.2 Allahabad division will ensure suitable Walkie Talkie sets (which can easily work up to 1.5 kms) only are handed over to the Loco Pilots and Guards of the Long Haul trains for better communication along the route.
- 2.3 The Long Haul train shall be started from originating station by exchange of physical signals (flag or light and whistle by guard) between Guard and Loco Pilots. (GR 4.35, SR 4.35/2(i) and S R 4.42/1 (b)).

However, if due to curve, length or visibility obstruction, it is not possible to exchange signals physically, the exchange of signals shall be done by using Walkie Talkie sets.

(Advisor Safety, Railway Board letter No. 2009/safety (A+R) ID/29 dated 04.03.2010)

- 2.4 During the run if the Walkie Talkie communication fails, the Long Haul shall be brought to stop at the next station and should not be continued further.

3.0 C&W

- 3.1 The two separate rakes arriving at Chheoki/Subedarganj with separate BPCs are clubbed and worked as one train. To ensure safe operation of such trains, Carriage & Wagon staff will issue a separate Air Pressure Continuity certificate. However, before start, GDR checks will be done by Guard and Loco Pilot of the train as per normal procedure.

At starting the Long Haul BCN rake, minimum BP pressure in engine will be 5 Kg/cm² and in the rear brakevan 4.7 Kg/cm² (Ref. SR-4.18/6). However, in case loco is unable to create 4.7 kg /cm² in rear brakevan, the loco may be allowed up to B.P. pressure in brakevan of 4.4 kg/cm² to run at reduced speed of 50 kmph to facilitate controlling.

If 8 wheeler brakevan is available, it will be marshalled in between the two jumbo empty rakes. If both Brakevan are 4 wheeler, both shall be attached in rear of the train to avoid marshalling order violation.


4.0 Operating (Loco)


- 4.1 Only WDG-3 (single) or multiple units of WDM-2 class of locomotives will be provided for higher reliability and to maintain smooth train operation.
- 4.2 It should be ensured that Dynamic Braking of the Locomotive(s) is/are in working condition.
- 4.3 Nominated Loco Pilot will be selected from "A/B" category well conversant with the section and with adequate experience.
- 4.4 Before restarting the train after brake application, the Loco Pilot shall ensure that BP pressure in engine and in the brakevan has been restored. The Guard in the trailing brakevan will confirm this to the Loco Pilot in the leading loco. A minimum 5 minutes release time shall be ensured by driver in section before restarting the train.
- 4.5 The Guard of the Long Haul train shall ensure safety of rear portion of train to avoid rolling down (Application of hand brakes) when stabled at after shunting.

5.0 Operating (Traffic)

- 5.1 The Long Haul train should be run on clear path with at least 45 minutes margin between its start and the following Mail/Express train to ensure punctual running of Mail/Express trains.
- 5.2 Guard of the train will communicate over Walkie Talkie about clearance of speed restriction zones and crossovers to the Loco Pilot of the train.
- 5.3 As far as possible, section controllers will ensure that through signal is given to Long Haul rakes between COI-MKP and Sagma to avoid detention to the following trains.


(CMPE)


(CRSE)


(CFM)

Enclosure – Details of relevant G&SR.

**ails of G&SR and Railway Board's circular regarding JPO for
change of All right signal between Guard & Loco pilot.**

- (1) Loco pilot shall start his train from station after the Guard has given the signal to start (SR 4.35).
- (2) Guard will sound his whistle and display a green flag by day or a green light by night to loco pilot to start his train (SR 4.35/2 (i))
- (3) Walkie talkie sets may be used for exchange of signals between loco pilot and Guard where it is not possible to exchange signals physically and the conditions for exchange of signals have been fulfilled. (Advisor safety Railway Board letter No. 2009/Safety/(A+R) /1D/29 dated 04.03.2010)
- (4) If the loco pilot does not receive all right signal from rear Brakevan, by the Guard, he shall whistle and talk on Walkie Talkie if there is no response, he shall stop the train to ascertain the cause. (SR 4.42/1 (b)).