



CHETANA



OCTOBER-DECEMBER 2019



Joint Procedure Orders of Various Departments (Part II)



Published by:
Safety Organisation, Head Quarters, Maligaon
Northeast Frontier Railway

Electrical Hazard Awareness



Electrical hazard safety means

any potential or actual threat to the wellbeing of people, machinery or environment

Why know about it?

Because failing to take the necessary precautions can lead to:

- injury or death
- fire or property damage

If you come across a person receiving an electric shock:

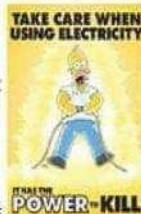
- If possible, disconnect the electrical supply (switch?)
- Assess the situation – never put yourself at risk
- Take precautions to protect yourself and anyone else in the vicinity
- Apply the first aid principles (e.g. DRABCD)
- Assess the injuries and move the casualty to a safe area if required
- Administer first aid if trained
- Seek urgent medical attention

Can you protect yourself from electricity?

- Don't wear metal objects
- Turn power off
- Wear appropriate clothing
- Don't touch live parts
- Don't install or repair electrical equipment
- Use qualified personnel
- Clean and dry leads and plugs before use
- Use PPE

What are other safety measures?

- Heed warning signs
- Use the right equipment
- Study the operation manual
- Take care of extension leads
- Use only approved extension lamps
- Don't pull on leads
- Use the proper fuses and circuit breakers



Electrical hazards exist in almost every workplace.

Common causes of electrocution are:

- making contact with overhead wires
- undertaking maintenance on live equipment
- working with damaged electrical equipment, such as extension leads, plugs and sockets
- using equipment affected by rain or water ingress

Do you want to be a victim?

You could be the victim if you:

- Don't follow proper procedures around electricity
- Use electrical equipment improperly
- Use faulty electrical equipment

What are the levels of effect of current?

AC current (mA)	Effect on human body
1	Slight tingling sensation
2-9	Small shock
10-24	Muscles contract causing you to freeze
25-74	Respiratory muscles can become paralysed; pain; exit burns often visible
75-300	Usually fatal; ventricular fibrillation; entry & exit wounds visible
>300	Death almost certain; if survive will have badly burnt organs and probably require amputations

Electricity is essential but, improperly used, it can be DEADLY!

To STAY ALIVE, you have to STAY ALERT

www.doshti.com

INDIAN SAFETY ASSOCIATION

2020



2020



JANUARY						
SUN		5	12	19	26	
MON		6	13	20	27	
TUES		7	14	21	28	
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MANOJ KUMAR AGRAWAL, IRSME
TEL. : DOT (O) 0361-2676016, (R) 2676017
RLY : (O) 050-23350, (R) 23351
FAX No. :0361-2676016



PR. CHIEF SAFETY OFFICER
NORTHEAST FRONTIER RAILWAY
MALIGAON, GUWAHATI-781011
EMAIL : csonfr@gmail.com

Foreword

Dear Readers!

The Forth edition of Safety Bulletin "CHETANA" is being published for awareness and knowledge about rules by staff on "SAFETY FIRST and ALWAYS".

Safety begins with all involved in the train operations including Loco Pilots, Station Masters, Guards, Engineering and S & T Supervisors.

All the Officers and Supervisors are requested to conduct vigorous and meticulous "Safety Checks" in the field and take immediate corrective action.

We must remember that our constant vigil can avert many unsafe situations.

I am confident that all N.F. Railway men shall do their best to bring a quantum jump in our safety performance.

Suggestions for improvement are welcome.

Happy reading!

Sincerely yours

(MANOJ KUMAR AGRAWAL)
Principal Chief Safety Officer
N.F. Railway

N F RAILWAY

Office of the
General Manager(Safety)
Maligaon, Guwahati-11.

NO:- T/308/119/S-POL/Pt-XI

Date:-18.10.2019

To
PCE, PCME, PCSTE, PCEE & PCOM
DRM/KIR, APDJ, RNY, LMG & TSK

Sub:- Monthly target of safety inspections.

Ref:- This office letter No- T/308/119/S-POL/Pt-I dated 23.05.2014.

In supersession of all previous instructions and reference, minimum monthly target of safety inspections of various departments is revised and to be conducted by officers are as under:-

SN	Type of Inspection	PHOD	HOD		JA grade		Sr. Scale		Jr. Scale	
			HQ	DIV	HQ	DIV	HQ	DIV	HQ	DIV
1	Station/Cabin/Yard	02	02	02	02	06	02	06	02	08
2	Running Room/Crew Lobby	Inspections 01 by day & 01 by night of any one of the categories.	Inspections 01 by day & 01 by night of any one of the categories.	Inspections 01 by day & 01 by night of any one of the categories.	Inspections. 01 by day & 02 by night of any one of the categories.	Inspections. 04 by day & 02 by night of any one of the categories.	Inspections. 01 by day & 02 by night of any one of the categories.	Inspections. 04 by day & 02 by night of any one of the categories.	Inspections. 01 by day & 02 by night of any one of the categories.	Inspections. 06 by day & 02 by night of any one of the categories.
3	Footplate									
4	Level Xing Gate									
5	P.W. Gang									
6	Coaching/Wagon Depot									
7	ART/ARME									
8	Diesel/DEMU/EMU Shed									
9	Training Institute									
10	Workshop									
11	P.Way/Bridge/Curve									
12	Power House/TSS									
13	Installation sensitive from the safety point of view.									

Inspections should bring out items of immediate corrections as well as system improvement measures to facilitate long term strengthening of Railway safety. Inspection notes should be specific and item wise to enable compliance/monitoring by the concerned Branch Officers in divisions.

Copy to :-

1. GM/NFR for kind information please.
2. PED/Safety/Railway Board.

(M K Agrawal)
Pr. Chief Safety Officer.

You will find

SN	Contents	Page No.
01	Monthly Target of Safety Inspections	4
02	Joint Circular No.1 of 2018 regarding Joint Counselling and Evaluation of Panel Operators (SM/SS)	5 - 6
03	JPO on Timely removal of dead body from the track	7 - 8
04	JPO on Breaking of Level Crossing Gate	9 - 12
05	JPO to deal with Bomb threat calls and related issues	13 - 24
06	JPO for automatic switching on 70% lighting circuit with timer for platform lighting through relay contact of reception signal on platform line	25
07	JPO on Periodic Examination and Safety Certification of Departmental Stock - Tower Wagons.	26 - 32
08	JPO on Shunting Procedure to avoid Rolling Down of train during attaching & detaching of Loco in a coaching train.	34 - 36
09	JPO for Air Brake Continuity Test for EMD Locomotives.	37 - 38
10	JPO on Loco use.	39
11	JPO for working of Electric Goods Train between Malda & Katihar	40
12	JPO on PME of Running Staff.	41 - 42
13	Honourable Mention	43 - 47
14	Knowledge Quiz	48
15	Laughing Corner	49

One Caveat:

We have tried to give all information as accurately as possible.
However, readers are advised to go through the original circulars/instructions also.

8. If the dead body obstructs the movement of trains in the station yard/jurisdiction, Station Master shall arrange to immediately remove the body from the track for early movement of the affected train as well as the following trains.

9. Nothing contained in the aforesaid paras shall contravene or be contrary to the para 111(b) I,II,III,IV & para 112 of the N.F.Railway Accident Manual updated version 2013.

10. In case of any doubt or clarification the relevant provisions of Accident Manual shall prevail.

11. The activities/formalities involved after the removal of the body from track shall be completed as per relevant provisions of Accident Manual or Railway Act 1989.

R. Sonali
CPTM

H. S. 18
CME(O&F)

[Signature]
21.5.18
CTE

K. Abh.
23.5.18
CSC

Copy to :

1. DRMs/KIR,APDJ,RNY,LMG & TSK.
 2. PHODs/PCOM, PCME,PCE & PCSC.
 3. Sr.DOMs/ KIR,APDJ,RNY,LMG & TSK.
 4. Sr.DMEs/ KIR,APDJ,RNY,LMG & TSK.
 5. Sr.DENs/ KIR,APDJ,RNY,LMG & TSK.
 6. Sr.DSCs/ KIR,APDJ,RNY,LMG & TSK.
- } for information and necessary action.

Northeast Frontier Railway

Joint Circular No. 01 of 2018 (S&T)

Joint Counselling and Evaluation of Panel Operators (SM/SS)


1. For running trains safely and punctually the panel operators (ASM/SM/Supervisory SM) have to operate Control Cum Indication Panel/VDU, different type of block instruments, BPAC, crank handle (in case of point failure), 25 watt VHF set, control and gate telephone etc.
2. The panel operator should have detailed knowledge/conversant about the yard layout and possibility of different routes through which train can be handled in normal as well as different signal failure condition (in case of obstruction) in the yard as per Station Working Rule.
3. As per traffic need yard layout are different at different stations.
4. With time, signal interlocking philosophy, mode of operation and response to train movement and failures have changed and it is different at stations depending upon the date of installation of interlocking system. It has also changed for increasing reliability, mobility, safety and also to keep pace with new technology.
5. For the above reasons knowledge of a panel operator should be specific for a station/yard.
- 6.0. To increase practical knowledge base of panel operator following have been decided:
 - 6.1. SSE/Signal (I/C) and sectional TI will jointly counsel each panel operator including RG and LR once in six months regarding all relevant rules of train operation and safety as per GR and SR, SWR, Divisional and Zonal circulars (including JPOs), safe custody of SM's key etc.
 - 6.2. Check ability of the panel operator practically regarding:
 - i) Cranking of point.
 - ii) Cancellation of signal.
 - iii) Emergency cancellation of route, signal and emergency operation of points.
 - iv) Taking Off Calling ON signal.
 - v) Reaction to various alarms of 230 volt supply, IPS, failure of signalling gears etc.
 - vi) Resetting of axle counter.
 - vii) Starting and operation of DG set with maintenance of log book.
 - viii) Proper maintenance of action taken register during disconnection.
 - ix) Proper operation of block instrument and at proper time.
 - x) Other items if any, as per specific station/yard layout.

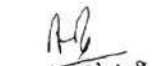
[Signature]
5/11/18
(O. P. Nebhani)
PCSTE

[Signature]
8/11/18
(A. K. Biswas)
PCOM

7. Records of counselling and result of check to be recorded in register.
8. Practical training to be imparted for deficiencies noticed as per Para 6 above and also to be recorded in the same register.
9. Number of short coming of any Panel Operator noticed or experienced in last six months should also be recorded in the above register.
10. As per above joint counselling by SSE/Signal & TI panel operators may be classified as Grade 'A' or Grade 'B' or Grade 'C'.
11. If any Panel Operator is graded as Grade 'B' or Grade 'C', he should be jointly counselled again by SSE/Signal & TI till he secures Grade 'A'.

Above instructions should be implemented immediately and first round of counselling cum training should be completed within two months of issue of this JPO.


(O. P. Nebhinani)
PCSTE


(A. K. Biswas)
PCOM

No. N/245/1/5 Pt.III

Dated: 08-01-2018.

Distribution:

- 1) Secretary to GM: for kind information of GM.
- 2) AGM.
- 3) All PHODs/ CHODs.
- 4) DRMs/KIR, APDJ, RNY, LMG & TSK.
- 5) CSTE/Con I&II.
- 6) Sr.DSTEs / KIR, APDJ, RNY, MLG, LMG & TSK.
- 7) Sr.DOMs/ KIR, APDJ, RNY, LMG & TSK.
- 8) Principal STTC/PNO, ZTS/APDJ.


For Chief Signal & Telecom Engineer



NORTHEAST FRONTIER RAILWAY

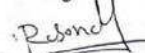
JOINT PROCEDURE ORDER

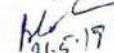
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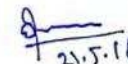
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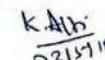
Sub:- Timely removal of dead body from the track.

1. It is observed that inordinate delay takes place in clearing the track in case of run over or dead body found on or near the track, resulting into long detention to Mail/Exp/Passenger and Goods trains.
2. The existence of dead body on or near the track should be immediately informed to RPF/GRP/SM/Gateman over telephone /Cell phone/Walkie-talkie or in person by any railway staff.
3. GRP/RPF staff should immediately attend the site by fastest possible means of transportation as stipulated in JPO No.P/25/IX/Claims(UTI)/CB/2018 dated 09.11.2017.
4. To clear the track for movement of subsequent trains, the dead body may be removed from the line and kept at a minimum distance from the site with the minimum handling to avoid the destruction/removal or disturbance of the evidences.
5. The dead body is to be immediately removed from the track by any railway staff.
6. The body may be left in charge of any responsible person of the society or the railway man and if no responsible person is available at the site where the body is found it shall be removed to the nearest gate lodge in the direction of the movement of the train. Where there is no gate lodge it will be carried and made over to the SM of the next station.
7. In all cases a written memo should be made over to the person by the guard and in his absence by the driver indicating time and place; position of the body in relation to the track, blood stains on the ballast or engines, positioning of any clothing etc. found on or near the rails, name of the informant and his full postal address, position of any photography or videography may be taken and rough sketch of the body may be drawn.


21.5.18


21.5.18


21.5.18


23.5.18

Duties/Responsibilities of Station Master after incident of Gate dashing/breaking:

- Ensuring to depute traffic gatemen with valid competency certificate for working as gatemen as per GR.1.3(6) at traffic LC gates.
- On getting information (verbal or through memo) the SM should inform all concerned i.e. RPF, Engineering Dept, and S & T Dept. in case it's traffic or interlocked gate of Engineering or non-interlocked engineering Gate.
- First information report (FIR) to be lodged by on duty ASMs/SMs for all traffic Gates & copy of FIR also send to GRP.
- The SM should lodge an entry in the Station Master's Diary regarding the incident in detail.
- The SM himself or his representative should be deputed to visit the PO and arrange to prepare PO visit note along with officials of RPF, S&T and Engineering Dept (as the case may be).
- The SM will arrange to provide the loss suffered by Railway due to detention of trains etc.

Duties/Responsibilities of S & T Dept. after incident of Gate dashing/ breaking (Traffic & Engineering Interlocked Gate):

- On getting information (verbal or through memo) of the incident, in case of traffic gates and interlocked engineering gates, the Section in-charge should immediately reach the PO and arrange to prepare PO visit note along with officials of RPF and SM assessing the actual value of damage caused due to the incident.
- The S & T Supervisor in-charge himself or sectional supervisor in-charge himself or his authorized representative shall issue memorandum of loss due to damage/breaking of the gate barrier to the concerned RPF Post after making proper assessment of damages.
- The S & T Supervisor in-charge himself or sectional supervisor in-charge himself or his authorized representative shall take Zimma of the damaged/broken barrier and preserved it for exhibition before the trial court as and when called for or handover to RPF representative for preservation of clue.

Duties/Responsibilities of Engineering Dept. after incident of Gate dashing/breaking:

- Ensuring to depute engineering gatemen with valid competency certificate for working as gatemen as per GR.1.3(6) at engineering LC gates
- On getting information the Engineering supervisor in-charge or section supervisor should immediately inform all concerned (verbal or through memo) i.e. RPF in case it's Engineering non-interlocked interlocked LC Gate.
- First information report (FIR) to be lodged by engineering supervisor himself or his representative for all engineering LC (Interlocked or non-Interlocked) Gates & copy of FIR also send to GRP.

Radu
23/5/19

24.5.19

Page 2 of 3

23/5

- On getting information (verbal or through memo) of the incident the Section Engineer himself or his representative should attend the PO and arrange to prepare PO visit note along with the officials of RPF and SM.
- The Section Engineer himself or his representative will arrange to provide loss to railway track and other fittings etc.
- In case of engineering gates (non-interlocked) Section Engineer shall issue memorandum of loss due to damage/breaking of the gate barrier to the concerned RPF Post after making proper assessment of damages.
- The Section Engineer shall take Zimma of the damaged/broken barrier and preserve it for exhibition before the trial court as and when called for or handover to RPF representative for preservation of clue.

Duties/Responsibilities of RPF after incident of Gate dashing/breaking:

- On getting information (verbal or through memo), the officer authorized of RPF, should immediately attend the PO.
- Preserve all the evidences including photography of the PO along with vehicle, damaged/broken boom and driver, if available.
- The officer authorized or his associate should also make photography of the damaged/dented part of the vehicle.
- The officer authorized should seize the vehicle, if available.
- The officer authorized should seize the damaged boom and hand it over to the custodian on 'Zimmanama' or take over for further course of action.
- The officer authorized should arrest the driver of the vehicle, if available.
- The officer authorized should prepare "Joint PO Visit Note" along with the officials of Engineering, S&T and Operating departments clearly mentioning the approximate cost of damage including loss to Railway, if any. (a sample of joint PO visit note is attached).
- E.O should collect loss from SM's and damages cause due to the incident from S&T Dept. which should be reflected in the enquiry report.

Radu
CPTM 23/5/19

24/5/19
CTE

24.5.19
CSE

23/5/19
CSC

Copy for information and necessary action to:-

1. DRMs/KIR, APDJ, RNY, LMG & TSK.
2. PHODs/PCOM, PCSTE, PCE & PCSC.
3. Sr. DOMs/KIR, APDJ, RNY, LMG & TSK
4. Sr. DSTMs/KIR, APDJ, RNY, LMG & TSK
5. Sr. DSC/DSCs/ LMG, KIR, APDJ, RNY & TSK.
6. Sr. DEN, LMG, KIR, APDJ, RNY & TSK.

Page 3 of 3

In particular, the following questions may be asked :-

- 3.3 (iv.ii) (a) Name and address of the informant.
- 3.3 (iv.ii) (b) Where is the Bomb placed ?
- 3.3 (iv.ii) (c) When/How He/She got the information ?
- 3.3 (iv.ii) (d) Did he see any one planting Bomb ?
- 3.3 (iv.ii) (e) How sure is he about the information ?
- 3.3 (iv.ii) (f) What type of Bomb has been placed ?
- 3.3 (iv.ii) (g) What time is the Bomb expected to explode?
- 3.3 (iv.ii) (h) Does He/She know, how it can be defused?
- 3.3 (iv.ii) (i) Who has placed the Bomb?
- 3.3 (iv.ii) (j) Any other relevant information, as per common sense.

The Official should note down the above information on a plain paper. In addition, Phone numbers of the caller, exact time of call, any peculiar accent or behavior or the caller, any back ground sound/noise worth noticing etc. should also be noted.

3.3 (v) As soon as the official completes taking these information, he should convey all these information immediately to RPF Security Control Room of the Division.

3.3 (vi) On getting any such information, the Security Control In-Charge should immediately inform the same to Sr.DSC/RPF, ASC/RPF, Chief Operating Controllers, Police/GRP Control of the area.

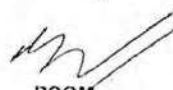
4. Bomb Threat Assessment :

As soon as information about any such Bomb Threat is received, normally DRM/ADRM, Sr. DSC/RPF, Sr.DCM, & Sr.DOM should reach the Control Room. If they are not available, senior most officers of the department available should reach Control Room. Decision regarding whether to take the call as genuine or hoax should be done by Sr. DSC/RPF, in consultation with SP/SRP, and under general supervision of DRM. Local security scenario, intelligence inputs and general threat perception should be kept in mind while taking such decision.

The following general guidelines may be followed in taking any such decision:

- 4.1 If there is prior specific intelligence input regarding threat to Trains/Stations, the information should be taken with utmost seriousness, and treated as genuine.
- 4.2 If there is no prior specific intelligence about threat, and


PCCM
N.F. Railway, Maligaon


PCOM
N.F. Railway, Maligaon


PCSC
N.F. Railway, Maligaon

पूर्वी त्तर सीमा रेलवे
27-05-19
NORTHEAST FRONTIER RAILWAY
प्रधान मुख्य सुरक्षा आयुक्त का कार्यालय
OFFICE OF THE PRINCIPAL CHIEF SECURITY COMMISSIONER
माली गाँव, गुवाहाटी - 781011
MALIGAON, GUWAHATI-781011

Phone : 2676020 FAX: 0361-2570376

No. RPF/IB/7/SOP/2019

8th May, 2019


DIG/MAC
Railway Board
New Delhi

Sub : JPO to deal with Bomb threat calls and related issues.

Ref : Railway Board's letter No. 2017/Sec(Spl)/Committee on SOP/BC dated 27.02.2018.

With reference to the above, enclosed please find herewith the Joint Procedure Order (JPO) to deal with Bomb threat calls in Railways duly signed by PCCM, PCOM & PCSC/ N. F. Railway for kind perusal please.

DA :- 11(Eleven) pages.


 8/5/19

(A. K. Sinha)
Chief Security Commissioner/RPF
N. F. Railway, Maligaon.


Copy to:

- 1. PCCM, PCOM, PCME, PCE, PCSTE, PCEE & PCSO for information with request for wide circulation amongst the officers and staff of the concerned department please.
- 2. Sr.DSC/LMG
- 3. DSC/TSK & RNY
- 4. ASC/IC/KIR & APDJ
- 5. Dy. CSC/Con/MLG

For immediate compliance


PCE
9/5/19
Ch. Os/10/05/19

All SACs
Engg Control


Dy. CSC
10.5.19
(OSW)

Dy. CELTK
To Comd
9/5
o/c

JOINT PROCEDURE ORDER (JPO) TO DEAL WITH BOMB THREAT CALLS IN RAILWAYS

On being observed the need to deal with Bomb Threat Calls in Railways the following Joint Procedure Order has been drafted:

1. Need for JPO:

Railway is a soft target for attack by terrorist/miscreants. Few cases of bomb blast in Trains/Railway premises, have taken place in the past over N.F. Railway. A number of calls are also received in the Railway system informing about placing of bombs/noticing of suspicious items in Trains/Railway premises. In the absence of clear cut guide lines, often it leads to disruption of traffic for long hours, resulting loss of punctuality and harassment to travelling passengers. Therefore, there is a need to specify clearly:

- 1.(i) What to do on receiving a Threat Call.
- 1.(ii) Specify roles of different Agencies/department, to ensure co-ordination and effective response to each and every situation.
- 1.(iii) Follow up action to be taken once the Bomb has been defused/exploded/call has been found to be a hoax.

2. Responsibilities of Railways :

It is the responsibility of the Railways to provide safe and Secure journey for its passengers. Therefore, each and every Bomb Threat Call, whether received telephonically on its own system, through police control room or otherwise, ought to be looked into seriously as it affects safety and security of travelling public as well as of Railway property. Prevention of injury or loss of life has to be given topmost priority. Co-ordinated efforts on the part of different branches of Railways and State Police/other security agencies is required to ensure safe evacuation, rescue operation, disposal of Explosives, crowd control, provision of Medical facilities, preserving evidence at site, making fast alternative arrangement for travelling passengers, prompt and correct dissemination of information etc.

3. Receipt of Information regarding Bomb Threats :

- 3.1 Information regarding Bomb threats may be received from the following sources :-

- 3.1(i) On Telephone through Police/GRP control rooms.
- 3.1(ii) Through Anonymous/ Pseudonymous letters.
- 3.1(iii) On phones of SS/ASMs/Commercial Control/Railway Help lines – 139/182 etc.



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3.2 Intention of the threat caller :-

It is important to understand the intention of the caller. The seriousness with which a call has to be taken and follow-up action to be done will, to a great extent, depend on the details of information received from the caller.

The intention of the caller/informer may be :-

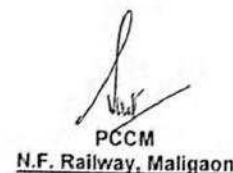
- 3.2 (i) To actually inform about the Bomb.
- 3.2 (ii) To create panic in Railways/Police.
- 3.2 (iii) To cause stoppage of Train, if one is about to miss boarding a Train, etc.

3.3 How to deal with different Threat Calls :-

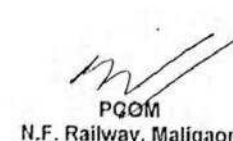
- 3.3 (i) If information is received through Police/GRP Control rooms, normally they will inform all the details collected by them. Accordingly decision can be taken by Railway authorities in consultation with Police Officials.
- 3.3 (ii) If specific information is given by anonymous/Pseudonymous letters, proper checking through BD Team of RPF/Police should be ensured.

If there is no specific information, all Railway employees/Police personnel/Other stake holders (Coolies, Authorized Hawkers etc.) should be alerted to be extra- vigilant about unidentified baggage, suspicious looking persons etc. General alertness should be ensured without causing any panic.

- 3.3 (iii) If information is received on Phone by SS/ASM/Commercial Control /Railway Help line etc, the information received should be thoroughly analyzed to come to a proper decision.
- 3.3 (iv) To ensure that the recipient of the call can extract maximum relevant information, the following should be ensured:-
 - 3.3 (iv.i) All public inter-face Phones, viz. SS/ASM/Commercial Control etc. should have caller ID facility.
 - 3.3 (iv.ii) Officials manning these Phones should be sensitized/trained to elicit as much relevant information, as possible, whenever such Bomb threat calls are received.



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EVACUATION PROCEDURE

Evacuation of Area: In case the building/train has to be evacuated; the employees and passengers should be directed to a safe location called "Evacuation Assembly Area". One must keep in mind that the assembly area must be away from the danger zone both from blast as well as fragmentation effects. It is very difficult to say what would be the perfect safety distance. However, if the area is in open, then 300 mtrs from the suspected object is considered to be fairly safe. In case the establishment consists of a number of built up accommodation, some of these buildings will act as the shield and therefore, 100 mtrs from the suspected object is considered as fairly safe in such a situation. In cases of multi-storied buildings, for a small bomb like grenade or crude bomb, evacuation of one floor above and one floor below is considered as Safe.

Evacuation Signal: The Contingency Plan also should devise certain evacuation signals. A word like 'BOMB' may create more fear, panic and confusion amongst the employees and passengers. It is always better to announce that the area needs to be evacuated for repair or words such as 'the air-conditioner is emitting some foul smell, hence the area needs to be vacated can be used. Mention of Bomb should be made only as the last resort, otherwise we may have more casualties due to the confusion and chaos created by passengers trying to run to safe places for fear of loss of lives.

Factors deciding evacuation and search:

- (a) Number of times such hoax calls received recently.
- (b) Disruption of train movement.
- (c) Possible injury to the people during evacuation.
- (d) Number of employees/passengers to be evacuated and loss of goodwill.
- (e) Evacuation signal and dissemination of information.
- (f) Availability of public address system.
- (g) Availability of safe route and exit doors.
- (h) Liability involved in case explosion occurs, if building /train was not evacuated.
- (i) Proximity and danger to neighboring building/stations or others sharing the same.

The announcement must specify the evacuation route, detailed description of guide, location of assembly area till further instructions.

It is also advisable that route and assembly area are subjected to search before announcement. Strict surveillance and vigilance should be maintained at these places. It is just possible a bomber may be among the person assembled.

4.2 (i) If specific details of Bomb are given, and the caller identifies himself, the same should also be taken seriously, and treated as genuine.

4.2 (ii) If incomplete or vague information is given, and the caller doesn't identify himself/herself, it may be considered prima-facie a hoax call. In such cases, normal train operation on main-line should not be stopped.

5. Action to be taken if the call is decided to be Genuine :

If the call is decided to be genuine, action as mentioned below may be taken –

5. (1) BDDS of RPF of the division (if available), BDDS of local police (if available), BDDS of Army of local area (if available), should be alerted by Security Control.

5. (2) If the threat is for some train, the train may be stopped in loop line of next station, where RPF/GRP/Local Police officers are available/can reach immediately.

Note:- The train should not, as far as possible, be stopped in a hurry at place which doesn't have GRP/RPF/Local Police. Sr. DSC and Sr. DOM should identify such location in consultation with SRPs/SPs concerned.

5. (3) Train escorting staff/ train running staff may tell passengers to identify their luggage, so that unclaimed luggage/item can be identified.

5. (4) If there is any unclaimed suspicious looking item, nearby area may be evacuated.

5. (5) If the threat is for some station, the station may be got checked through Dog Squad/BDDS team of RPF/Police. If any suspicious looking unclaimed object is found, nearby area may be evacuated. If possible, sand bags may be kept around the suspected object, and trained BD team of Police/RPF may be informed for further action.


5. (6) Evacuation and Search to be conducted as per requirement (guidelines given in Annexure B and C).


6. What is a Suspicious Item ?


Bombs/Explosives are of different types. However, normally Improvised Explosive Devices (IED) are used. These devices have (i) Explosive (ii) Detonators (iii) Source of power.

If some suspicious looking unidentified wires connected to some battery are seen, that may be considered 'Suspicious Item.'

In 'Time Devices', some clock will also be connected to this device. If explosives are to be activated by mobile phones, some mobile phone will be connected to this device.


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7. What is to be done on seeing an unidentified bag etc. in case of no prior-specific intelligence input :

It is seen that several passengers forget their bags etc. in train, which are lying unclaimed. Sometime criminals commit theft of luggage etc., take away valuables from them, and abandon the bag with remaining items in train/premises.

If any such bag is found, and has no sign of looking 'suspicious item' as stated above, security personnel may try to check inside after taking adequate precaution. Action may be taken depending on the contents of the bag.


Only if 'suspicious looking item', as stated above, is found, action may be taken as stated in Para (b) to (f) of 'Action to be taken if the call is decided to be genuine' above, as the case may be.


8. Clearance Certificate :


If the call is decided as genuine, and train is stopped/train operation regulated/controlled, checking is conducted by RPF/Police Dog Squad/BD Team etc., then once the checking is complete and nothing is found, green signal/clearance certificate has to be given to restore normalcy of train operation. RPF being a co-ordinating agency between Railway and Police, has to play important role in this. Once required checking has been done by Police/RPF/other security agencies, and it is clear that the call was hoax or that the suspected article has been cleared, Sr. DSC/Senior most RPF officer present has to liaise with these officials, and get clearance certificate issued. For this purpose, he may like to take written note from the agencies involved in checking stating that **'No bomb has been found during checking.'**

9. General :

- A case has to be registered by GRP/Local Police concerned regarding the hoax call/ genuine call. Sr. DSC to ensure that in co-ordination with police authorities.
- All actions taken are to be recorded with time line and signed after the whole action is completed - for analysis and assessment for further improvement. Report of the incident with details including photographs, and action taken along with lacunas, if any, should be prepared and kept for analysis.
- Standard drill for evacuation and search procedure is attached as Annexure-B & C. Questionnaire for details of caller is attached as Annexure-A.



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Annexure-A

To be filled-up by person receiving Bomb Threat call

 रेलवे सुरक्षा बल Railway Protection Force अपने टेलीफोन के नीचे इस कार्ड को रखिए PLACE THIS CARD UNDER YOUR TELEPHONE पूछे जाने वाले सवाल Questions to be asked		घुरा/ Angry: उत्तेजित/ Excited: धीरे/ Slow: तेज/ Rapid: नरम/ Soft: ऊँचा/ Loud: स्पष्ट/ Distinct: अस्पष्ट/ Slurred: फुसफुसाती/ Whispered: परिचित/ Familiar: हँसने वाला/ Laughter: रोने वाला/ Crying: सामान्य/ Normal: यदि आवाज परिवर्तन की है तो वो किसकी आवाज थी ? If voice is familiar, who did it sound like ? पृष्ठभूमि आवाज/Background Sound: गली की आवाज/ Street noises: आवाज/ Voices: बत्ती की आवाज: Crockery Sound: लकड़हट्टीकर की आवाज: PA System: संगीत/ Music: घर की आवाज/ House Noise: वाहन/ Motor: कारखाने की मशीन की आवाज: Office Machinery Sound: घमकी वाली भाषा /Threat Language: अस्पष्ट/ Incoherent: ठीक बोलने वाला/ Well spoken/educated: बोलने वाला/ Taped: बोलने वाला/ Foul: असंगत/ Irrational: टिप्पणी /Remarks: घमकी पर तुरंत धन देने की सूचना देना: Report call immediately to: टेलीफोन नम्बर /Phone Number: तारीख /Date: नाम/दिप्पती पर होने वाले व्यक्ति: Name(Person on Duty): नियुक्ति/ Appointment: टेलीफोन नम्बर /Phone Number: समय /Time: तारीख /Date: बग की घमकी BOMB THREAT घमकी देने वाले की आवाज CALLER'S VOICE शांत/ Calm: गंभीर/ Nasal:
		सोवला/ Slutter: अस्पष्ट/ Lisp: कड़वा/ Raspy: गहरा/ Deep: टूटी आवाज/ Cracking Voice: साफ बोल करने वाला: Clear Throat: गहरा साँस लेकर बोलने वाला: Deep Breathing: और देकर बोलने वाला/ Accent: गंभीर/ Rugged: झुगने वाला/ Rummy: Disguised: यदि आवाज परिवर्तन की है तो वो किसकी आवाज थी ? If voice is familiar, who did it sound like ? पृष्ठभूमि आवाज/Background Sound: गली की आवाज/ Street noises: आवाज/ Voices: बत्ती की आवाज: Crockery Sound: लकड़हट्टीकर की आवाज: PA System: संगीत/ Music: घर की आवाज/ House Noise: वाहन/ Motor: कारखाने की मशीन की आवाज: Office Machinery Sound: घमकी वाली भाषा /Threat Language: अस्पष्ट/ Incoherent: ठीक बोलने वाला/ Well spoken/educated: बोलने वाला/ Taped: बोलने वाला/ Foul: असंगत/ Irrational: टिप्पणी /Remarks: घमकी पर तुरंत धन देने की सूचना देना: Report call immediately to: टेलीफोन नम्बर /Phone Number: तारीख /Date: नाम/दिप्पती पर होने वाले व्यक्ति: Name(Person on Duty): नियुक्ति/ Appointment: टेलीफोन नम्बर /Phone Number: समय /Time: तारीख /Date: बग की घमकी BOMB THREAT घमकी देने वाले की आवाज CALLER'S VOICE शांत/ Calm: गंभीर/ Nasal:

- (n) New brickworks, plastering or concrete.
- (o) Fresh plaster or cement.
- (p) Partly opened windows and drawers.
- (q) Greasy paper wrapping.
- (r) Brick dust/sawdust.

Once they have identified the noise level in the room, observe closely the items available in the room. Appreciate various configurations of fittings and divide search levels.

- (i) First sweep - Up to waist level
- (ii) Second sweep - Waist level to head level.
- (iii) Third sweep - Head level to ceiling level
- (iv) Fourth sweep - Above false ceiling if available.

DOs & DON'Ts:

Once the bomb is located, immediately action is to be initiated to minimize the blast and fragmentation effects. The damage can be minimized by adopting procedure of **Buttressing (putting of sand bags around the device), Baffling (putting of bomb suppression blankets on the sand bags) & Venting (opening of doors and windows).**

DOs :

- (a) Do evacuate men immediately to a safe distance.
- (b) Open all windows and doors.
- (c) Place sand bags around the suspected object.
- (d) Inform bomb disposal squad, if not done and the suspected bomb is located.
- (e) Inform the Fire brigade, Hospital and ambulance if not already done.
- (f) Do handle the package alone if you are duty bound to handle.

DON'Ts :

Some of the points to be remembered and practiced are as under:-

- (a) Do not touch or remove the object unless you are duty bound.
- (b) Do not open the package by hands.
- (c) Do not puncture the package.
- (d) Do not submerge the packet into the water.
- (e) Do not accept identification mark on its face value. It could be a disguised bomb.
- (f) Do not pass metallic object over the package. It may be metal sensitive.
- (g) Do not direct flash light directly over the suspected object. Some bombs are made light sensitive.
- (h) Do not cut the string of wires. Some bombs are designed to explode when any of the wires is cut.
- (i) Do not bring suspected device in security control room or police station. Always remove the men first and not the bomb from scene.
- (j) Do not attempt to open the baggage by hand, always use remote entry technique.
- (k) Don't stereotype, the bomb being high explosive, it may have incendiaries.
- (l) Don't transport the suspected object through congested area.
- (m) Do not permit re-entry of people until the object is removed.
- (n) Don't be a DEAD HERO.

Evacuation Instructions: The announcers, by keeping his calm, confidently and slowly advice the public/passengers and employees to follow the instructions given below: similar announcement to be flashed on monitors of CCTV if installed.

- (a) Walkout of the building in a quiet manner to the location (give route and location).
- (b) Do not run, it will cause panic to others.
- (c) Do not use elevators/lift or conveyors.
- (d) Follow the instruction form the guide about evacuation route and assembly area.
- (e) Do not argue or ask details of BOMB from the guide; it will waste time and obstruct flow the evacuation.
- (f) Do not leave any personal belongings. (The search team and disposal squad will find it difficult to conduct search if the left behind baggage of passengers is there).
- (g) Supervisors will switch off the plant, machinery and power supply in their respective area before leaving.
- (h) Open all windows, doors and cupboards before leaving.
- (i) Help ladies, children and old people to safe area.
- (j) Do not obstruct passage of search and Bomb Disposal Squad.
- (k) Wait in the Assembly Area till further instructions.
- (l) Don't spread rumors in assembly area to cause panic to others.

Annexure- C

SEARCH PROCEDURE

Search Team: Every Division must train some of the willing personnel as Search Team members. Such personnel must familiarize themselves with the Railway stations, parcels, goods shed, yards, passenger area, offices, trains, vital installations & general premises and should be available for assisting the BDDS,

Equipment Suggested for Search Team:

- (a) Explosive Vapour Detectors
- (b) Metal Detectors (HHMD)
- (c) Metallic and non-metallic probes
- (d) Extension mirrors (Search mirrors)
- (e) Hook & Line Set
- (f) Chalks and stencils for marking searched area
- (g) Standard screwdriver set
- (h) Emergency lights/flash light
- (i) Electronic stethoscope/doctor's stethoscope.
- (j) Non-linear Junction Detectors (NLJD)
- (k) Bomb Suit, Bomb Basket & Bomb Blanket

Basic Search Rules: The search of area must be done systematically.

- (a) The search team including BDDS and Dog Squad should be divided in sub groups.
- (b) The distinct area should be allotted to each team.
- (c) They should start work from outside and areas where public/passengers have very easy access as - platforms, passenger area cloak rooms, waiting halls, retiring rooms, lavatory, stairwell, etc.
- (d) Never use more searchers than necessary. Too many people in one room may cause confusion besides resulting in injury to them in case of any accidental explosion
- (e) Use searchers in alternate room/coach. It will help to minimize the damage to the searchers, e.g. if an accidental explosion takes place in room no. 5, since searchers are not available in room no. 4 and 6, number of people injured will be less.
- (f) Never assume that only one device is planted. Continue search until all rooms/coaches are cleared.
- (g) Clearly mark the area searched by chalk & stencil. It will avoid duplication of search by the next team.
- (h) Take rest after searching for 20 minutes and then continue searching.
- (i) Clearly mark the area where suspected object is found and report to Security Control room immediately.
- (j) Do not touch, handle or open a suspected device.

- (k) Trust nothing and assume nothing is safe.
- (l) Do not accept anything on face value. Remember that an IED can be in any form of innocuous object such as Tiffin box, Briefcase, book, flask, telephone fax machine, TV etc. find out their existence and owners.

Where to look for:

Following area should be given more stress:-

- (a) Visitor's area./rooms.
- (b) Rest rooms and lounges.
- (c) Stair well and area around staircase.
- (d) Trash baskets.
- (e) Auditorium.
- (f) Lawn, Flower bed, flower pots and area near windows.
- (g) Bushes, shrubs, decoration, plants, vehicle/cycle parking area.
- (h) Drains, sewage and manholes.
- (i) Inflammable storage area.
- (j) Basement.
- (k) Elevator shaft and area used as access to plumbing, fixtures, utility.
- (l) Air-conditioning plants and overhead water tanks.
- (m) Telephone.
- (n) Waste baskets and disposal cans.
- (o) Record storage area.
- (p) Store rooms which are not regularly used.
- (q) Chairs, rostrums, Platform and PA system.
- (r) Lavatories and cisterns.
- (r) Sanitary towel dispensers.
- (t) Unoccupied office and room.
- (u) False ceilings, decoration light panels.

What to look for:

All the team members must look for the items which are listed below:-

- (a) The unusual or out of place object which are not supposed to be there.
- (b) Recently disturbed ground.
- (c) Loose switchboard, floorboard and paneling.
- (d) Loose electrical fittings.
- (e) Safety fuse and dirty rope.
- (f) Packing/wrapping materials of service ammunition/explosives.
- (g) Batteries.
- (h) Loose wires or insulation pieces.
- (i) Tin foil.
- (j) Disturbed carpeting.
- (k) Cut vegetation.
- (l) Scratch mark on new paint.
- (m) Dust foot prints.

(b) Monthly Inspection by C&W:

Rolling stock mechanical Inspection is to be carried out once in a month (30±3 days)/4500Km whichever is earlier as per Railway Board's L/No. 2004/M(Safety) Dept. Stock dt. 20.05.2004. The examination is to be conducted on the pit lines where facilities are available. The pit lines located near the depot at Tower wagon shed can be made use of. C&W In-Charge will attend to under gear, wheel profile, brake blocks and issue of fitness and BPC (Break Power certificate) as indicated in Annexure-II.

- 4.3 The spare Tower wagon/ OHE car which may be working on any division shall be offered for examination by SSE/JE (OHE) to the nearest nominated C&W depot as indicated in Annexure -I before the validity of the monthly safety certificate is due to expire.
- 4.4 The examination and maintenance of all other components and equipments will be done by Electrical Department.
- 4.5 Axle box feeling during run & at the end of the trip will be done by Driver /TRD staff who, in case of warm box or hot axle, will book the same in Tower wagon repair book. The information of this will be given to nominate C&W Supervisor accordingly.
- 4.6 The nominated depot C&W Supervisor will arrange for monthly examination of bogies, structures, running gear, under gear fittings, axle boxes, brake block rigging and brake power only at the base depot. Other tower wagon maintenance schedule prescribed by RDSO/CAMTECH/Manufacturers will be checked at respective OHE depot level. If no facility is available at the Tower wagon base depot, the same shall be moved to the nearest nominated C&W point for inspection as indicated in Annexure -I. He will also arrange for stenciling the date of monthly examination on the sole bar of the Tower wagon.
- 4.7 After the examination, joint Safety Certificate is to be issued by nominated C&W Supervisor to the in-charge of the Tower wagon. SSE/JE (OHE) in-charge of the Tower wagon will advise the C&W supervisor concerned the date on which it is required to be inspected and inform the running repairs to be carried out. Such advice shall be given at least 48 hrs in advance. Thereafter, the tower wagons shall be offered to the nominated C&W depot for examination and fresh joint Safety Certificate will be issued.
- 4.8 In case Tower wagon operating in a Division/Depot away from the nominated depot, the same shall be offered to the nearest nominated C&W depot for examination duly obtaining permission as soon as the validity of safety certificate expires. The base depot of Tower wagon and date of monthly inspection details shall be painted on its end walls.
- 4.9 Separate register is to be maintained by C&W depot Supervisor for periodic safety certificate. Notwithstanding the above periodic inspection by the nominated C&W depot, the Supervisor Incharge/custodian of the Tower wagons in question shall carry out


JOINT PROCEDURE ORDER

1b: JPO for automatic switching ON 70% lighting circuit with timer for platform lighting through relay contact of reception signal on platform line.

- A) To conserve electricity the following arrangements can be made for platform lighting:
Normally 30% lighting remains ON during night when there is no train on platform. When train is being received on platform line during night, timer for 70% lighting circuit can be switched ON automatically through auxiliary relay contact of OFF aspect of home signal of concerned platform line. After getting triggered, 70% lighting circuit will remain active for 30 minutes (or as adjusted suitably for junction/wayside stations). Main power supply switch for platform lighting supply is to be kept OFF by ASM during daytime to avoid lighting of 70% circuit and conserve electricity. 100% lighting will remain ON for 30 minutes after taking OFF home signal of platform line. The above arrangement is to be made at A & B stations of each division of NF Railway.
- B) Electrical department will provide following arrangements for lighting at platforms:
 - (i) 30% lighting circuit which is to be switched ON/OFF by ASM manually during the evening and morning respectively.
 - (ii) 70% lighting with timer circuit which is to be switched ON (during night time for 30 minutes/suitable duration) when train is being received on platform line otherwise the same is to be kept OFF. Arrangement for manual operation of 70% lighting circuit for bypassing auxiliary relay contact in case of failure or in case train is received late and lighting is required beyond 30 minutes.
 - (iii) Arrangements like MCB/SPD to protect/Isolate S&T circuits against high voltage surge/lightning etc.
 - (iv) The necessary arrangement from signalling location to lighting control units for extending relay contacts to be made by electrical branch. Separate relay for controlling lighting circuits on platforms which will be picked up from auxiliary relay contact provided by S&T department.
- C) Potential free relay contact of repeater relay of OFF aspect of home signal of concerned platform line will be provided by S&T department through which a separate relay shall be picked up by Electrical department for controlling lighting circuits on platforms.
- D) As soon as home signal of concerned platform line is taken OFF, contactor & timer circuit for 70% lighting will be triggered automatically and will remain active for 30 minutes or as adjusted pertaining to station /platform. In case of late arrival of train beyond 30 minutes, 70% lighting may be required to be switched ON manually again. In case of signal failure also it will be operated manually by ASM.
- E) In no case the signalling relay contacts shall be used for direct lighting of the platform as they are not designed for higher current capacity.
- F) Interference with signaling equipments shall not be done while installing and maintaining platform lighting.
- G) Bypass arrangement for platform lighting to be provided so that in case of home signal failures the platforms are illuminated fully.
- H) The Electrical arrangement should be provided outside relay room in electrical premise.
- I) The expenditure in carrying out necessary modifications for signaling shall be charged to respective works of Electrical Deptt.
- J) Scheme of the above will be prepared and approved by Electrical Deptt.

(No. E/4/57/54)

dated, Maligaon, ,2015)


CEE 18-8-15


COM


CSTE

पूर्वोत्तर सीमा रेलवे
Northeast Frontier Railway

प्रमुख मुख्य विद्युत अभियंता का कार्यालय, मालीगांव, गुवाहाटी -11
Office of the Principal Chief Electrical Engineer, Maligaon, Guwahati-11

NO: EL/92/TRD/Corres./TW

Date: 22.07.2019

Sr. DEE/TRD/KIR
Sr. DME/KIR

JOINT PROCEDURE ORDER

Sub: - Periodic Examination and Safety Certification of Departmental Stock
- Tower Wagons.

Ref: - Railway Board's letter No. 2004/M(Safety) Dept. Stock dated 20.05.2004.

In terms of letter under reference above, JOINT PROCEDURE ORDER (JPO) with regard to maintenance and issue of Joint Safety Certificate for the Tower Wagons running in N. F. Railway is issued. A copy of the JPO is being sent herewith for your ready reference

DA/As above


22/7
(P. S. Kerketta)
CEDE/NFR

Copy: 1. CWM/NBQS & DBWS
2. Sr. DME/D/MLDT, SGUJ & NGC
3. Sr. DEE/TRD/RNY
4. Sr. DEE/APDJ, GHY, LMG & TSK
5. Sr. DME/APDJ, RNY, GHY, LMG & TSK

— for information and
necessary action in future.

NORTHEAST FRONTIER RAILWAY

No. EL/92/TRD/Corres./TW

Date: 13.06.2019

JOINT PROCEDURE ORDER

Sub: Periodic Examination and Safety Certification of Departmental Stock -Tower Wagons.

Ref: Railway Board's L/No. 2004/M(Safety) Dept. Stock dt. 20.05.2004

- 1.0 Tower Wagons (OHE inspection car) are in use on Electrified sections of Northeast Frontier Railway under the control of Traction Distribution Branch for attending break down and maintenance of Traction Over Head Equipment. All the Tower Wagons / OHE cars are allotted to an OHE depot and put under the control of SSE/JE (OHE). They shall ensure that the allotted tower wagons under their control are maintained properly and remain road worthy at all time.
- 2.0 Tower wagons shall be inspected for safety in terms of para- 20317 of AC traction manual volume-II, Part-I and IRCA Part-IV Rule No.2.2 (2003) by Mechanical Supervisors (C&W) of the nominated C&W Depot nearest to the TRD Depot where the Tower wagon is based.
- 3.0 Mechanical Inspection of the Bogies and running gear of each tower wagon shall be done once in a month by the nominated C&W Depot where the tower wagon/OHE car is normally stabled. The nominated OHE Depot along with the nominated C&W Depot of the tower wagon/OHE car shall be painted on its end walls for Identification.
- 4.0 The following Joint Procedure Order with regard to maintenance and issue of Joint Safety Certificate for the tower wagons running in N.F. Railway is issued for implementation with immediate effect. Nominated base depots and C&W Depots for each tower wagon are furnished in Annexure-I. Addition and deletion of any Tower cars will be duly advised by Electrical HQ from time to time as situation warrants.
- 4.1 The Tower wagon is a breakdown wagon and the inspection and attention provided by the C&W shall be at par with that of Breakdown Train and Accident Relief Train.
- 4.2 **Daily and Monthly Maintenance:**
 - (a) **Daily Inspection:**
Daily Inspection schedule should be carried out by the tower wagon Driver before and after starting the engine in respect of under slung equipment examination, brake test, working condition of brakes and electrical functional test.

LP/ALPs SHOULD FOLLOW GENERAL RULE NO. 3.83 OF 2004 EDITION & SR THEREOF AND RAILWAY BOARD'S LETTER NO.2010/M(L)/466/7101 DATED 12.08.2016.

NORTHEAST FRONTIER RAILWAY**JOINT SAFETY CERTIFICATE OF TOWER WAGON/OHE CARS**

Validity: One month (maximum)

OHE Depot: Division Date

C&W Depot:

Tower Wagon No: Four Wheeler/Eight Wheeler

POH done date: POH due date:

1. Under gear components:

- (a) Structural members
- (b) Sole bar
- (c) Bogies
- (d) Springs
- (e) Under frame fittings
- (f) Driver gear

2. Wheels:

- (a) General condition
- (b) Axle boxes
- (c) Profile
- (d) Wheel dia

3. Brakes:

- (a) Brake equipments
- (b) Brake rigging
- (c) Parking brakes
- (d) Hoses/pipes condition
- (e) A-9, SA-9 valves
- (f) Brakes work properly/not working properly

Record:

MR pressure

MR cut in pressure

BP pressure

BC pressure

BP on emer. Appl

- 4. Dash pot/side bearer oil: Quantity of oil topped up
- 5. Condition of diesel engine
- 6. Any other defects observed & action taken

THE TOWER WAGON IS FIT/UNFIT FOR USE

Signature of
SSE/JE (OHE)

Signature of
SSE/JE (C&W)

inspection of the Tower Wagon before starting the operation. In case he notices/ suspects any abnormality in the Tower wagon regarding structural and under gear safety, he shall immediately advise the nearest nominated C&W Depot Supervisor for examination afresh.

4.10 **Maintenance of Tower Wagons :**

4.10.1 Daily inspection: To be done by Tower wagon Driver & Depot in-charge at base depot & the following activities are to be carried out by TRD staff:

- (a) Clean the Engine, Transmission and Axle Drive.
- (b) Lubricate the under gear movable parts.
- (c) Check and record Battery specific gravity, Electrolyte level and voltage.
- (d) Carden shaft greasing.

4.10.2 Half yearly maintenance: (In addition to Daily & Monthly inspection at base depot).

- (a) Clean transmission oil filter and strainer.
- (b) Clean lub oil filter.
- (c) Clean fuel oil filter.
- (d) Check oil colour and water contamination of following:
 - (i) Fuel oil.
 - (ii) Lub oil.
 - (iii) Transmission oil.
 - (iv) Axle drive oil.
- (e) Batteries:
 - (i) Clean dirt or any oil on top of battery.
 - (ii) Keep all terminals tight, clean and apply Vaseline Petroleum Jelly.
 - (iii) Ensure that vent plug is clean.
 - (iv) Check specific gravity of electrolyte.

(f) Traction Motor (In case of DETC 8 Wheeler Tower Wagon):

- (i) Brush off loose dust or dirt before removing commutator cover.
- (ii) Clean the commutator. Remove any copper beads from the commutator surface with fine carborandum cloth.
- (iii) Deposit from dirt or greasy hands should be removed by solvent.
- (iv) Examine the brush gear and clean the insulation of the brush arm.
- (v) Check that the brush ring sits correctly on the carbons and that the springs are in good condition.
- (vi) Check carbon brushes for wear. Fit new brushes in place of worn out carbon brushes or any one which are unlikely to last until the next inspection. See data for minimum length and brush grade.
- (vii) Check carbon brushes for freedom in the brush holder and if sticking cleans both the brush and inside of the brush holder.
- (viii) Do not shake the carbon, as solvent will eventually ooze out affecting the commutator and causing the brush to jam in the brush holder. If the brush appears to be excessively slack in the brush holder, check the brush size and discard the brush holder as the case may be.
- (ix) Top up suspension bearing lubrication oil and cardium compound of traction motors, gearbox.

4.10.3 Maintenance of tower wagons shall be carried out in accordance with latest instructions, RDSO's SMI NO. TI/MI/0052 Rev-0 for 4W tower wagon & SMI NO. TI/MI/0043 Rev-0 for 8W tower wagon.


4.11 Responsibility of all scheduled maintenance and breakdown attention for 4/8 wheeler tower wagons lies with the respective divisional/RE authorities. Specialist staff conversant with the maintenance and overhaul of the diesel engines, transmission assemblies and electrical equipments should be made available on each division by TRD organization for attending to monthly, half yearly and yearly maintenance schedule of engine and transmission.

4.12 Based on Railway Board's letter No. 81/M/(W)/814/6 dtd.06.12.1985, ultrasonic testing of axles of locomotives(steam/Diesel, electric/diesel hydraulic) to be done once in a year in Loco Sheds. On the same pattern for 4/8 wheeler TWs, division-wise locations where Ultrasonic Tests of axles to be conducted at an interval of 2 years is given below:

Sr.No.	Division including RE	Workshop/AC/Diesel Shed
1	KIR	DLS/MLDT & SGUJ
2	APDJ	DLS/SGUJ
3	RNY	NBQS & DLS/NGC
4	LMG	DLS/NGC
5	TSK	DBWS

During POH, Ultrasonic Tests of axles will be done in concerned workshops.

5.0 The JPO would be reviewed every two years duly incorporating any change(s) that would be observed during these two years period.


(K.S. Chandra)
PCME/NFR



(Anand Dev)
PCEE/NFR

Annexure-I

List of C&W Inspection of TW

SN	TW No.	TW type	Depot	Division	C&W Depot of certification	Remarks
1	0147	4W-Mark-III	KIR	KIR	SSE/C&W/KIR	Received from RE
2	55	8W	KIR	KIR	SSE/C&W/KIR	
3	190021	8W	SM	KIR	SSE/C&W/KIR	Received from ICF

Note: Addition/Deletion in no. of TWs will be advised time to time


(K.S. Chandra)
PCME/NFR


(Anand Dev)
PCEE/NFR

re-attached and the prescribed pressure in the FP & BP in the formation has been created.

D. Attaching the loco or loco plus rolling stock (if any) to the rake:

- (i) Shunting Staff (or pointsman in case shunting staff is not available at road side stations) shall ensure showing signal to the LP/Shunter so that the loco (or loco along with the vehicle to be attached, if any) is stopped 20 m before the rake formation and thereafter proceed very cautiously to couple with the formation. The Loco Pilot / Shunter shall exercise great caution to avoid any bump with attaching engine to trains / rakes.
- (ii) Shunting Staff (or pointsman in case shunting staff is not available at road side stations) shall tighten the screw coupling / ensure locking of CBC.
- (iii) The effectiveness of the coupling shall be checked by the Loco Pilot / Shunter by inching the train slightly forward. Before the train is finally started from a station, Loco Pilot shall be personally responsible to see that his engine has been properly coupled with his train.
- (iv) Then, LP/Shunter shall apply the loco brake (i.e. SA-9 brake).

E. After attaching the loco (or loco along with vehicle to be attached, if any) to the formation:

Followings shall be ensured:

- (i) Only after re-attachment of loco to the formation and application of loco brake (i.e. SA-9) by the LP / Shunter and receiving of confirmation to this effect through shunting supervisor, releasing of brakes of remaining five coaches of the rake formation shall be done by C&W staff (or by shunting staff at non-TXR points). He/they shall confirm the same to the shunting supervisor.
- (ii) Shunting staff (or pointsman in case shunting staff is not available at road side stations) shall connect FP & BP air hoses and open angle cocks on both loco and rake formation side.
- (iii) On creation of BP pressure of 5 Kg/cm² in loco & 4.8 Kg/cm² in rear SLR / LWLRRM, iron skids / wooden wedges which were initially placed for securing the formation shall be removed by the Shunting staff. He/they shall confirm the same to the shunting supervisor.
- (iv) In case of loco reversal, releasing of Hand Brake of front SLR / LWLRRM (which was initially in rear position & applied hand brake to secure the formation) shall be ensured by the shunting staff. In case of loco re-attachment in the same direction, releasing of Hand Brake of rear SLR / LWLRRM shall be ensured by the Guard. They shall confirm the same to the shunting supervisor.

The provisions contained in para 5.13 (Control of Shunting), 5.14 (Responsibility for Shunting), 5.15 (Shunting at stations under Centralized Traffic Control), 5.16 (Shunting during Reception of Trains), 5.17 (Shunting near Level Crossing), 5.20 (Shunting on Gradients), 5.21 (Loose Shunting), SR 13.1/1 (d) (i) & (ii) of G&SR and special prescribed provisions of SWR / special instructions (if any) for any particular station shall be followed by all concerned. The entire activity reiterated above needs to be executed within the stoppage time permitted.

[Signature]
20.4.18
(CME/O&F)

[Signature]
20/4/18
(CRSE)

[Signature]
(CPTM)

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जीवन के 7 सच्चे मंत्र

1. दर्पण, झूठ बोलने नहीं देगा।
2. ज्ञान, भयभीत नहीं होने देगा।
3. अध्यात्म, मोह करने नहीं देगा।
4. सत्य, कमजोर होने नहीं देगा।
5. प्रेम, ईर्ष्या करने नहीं देगा।
6. विश्वास, दुःखी होने नहीं देगा।
7. कर्म, असफल होने नहीं देगा।

इन सातों मंत्रों को हमेशा साथ रखें।

N F RAILWAY

Office of the
General Manager (Safety)
Maligaon, Guwahati-11

No. T/308/15/S/JPO

Dated 01.05.2018

DRMs KIR, APDJ, RNY, LMG, TSK

Sub : Joint Procedure Order on Shunting Procedure to avoid Rolling Down of train during attaching & detaching of Loco in a coaching train

A JPO has been prepared on shunting procedure to avoid rolling down of rake/train during attaching /detaching of loco in a coaching train at stations and yards.

A zerox copy of the JPO signed by CME/O&F, CRSE and CPTM /MLG on 19.04.218 is forwarded for implementation please.

Feedback and suggestion or changes if any, may kindly be intimated.

DA/2 pages

Copy to:

1. Sr. DOM Sr. DME Sr. DSO KIR, APDJ, RNY, LMG, TSK for information and n/action please.
2. CME/O&F, CRSE, CPTM
3. PCME, PCEE, PCOM & CSO

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[Signature]
(A Horo)
Dy CSO/T

N.F. Railway

(11)

No. T/308/15/S

Dated: 20-04-2018

Sub: Joint Procedure Order on Shunting Procedure to avoid Rolling Down of train during attaching & detaching of a loco in a Coaching Train

To ensure safety and for avoiding Rolling Down of train during attaching & detaching of loco in a Coaching Train during shunting operations at stations for engine reversal or power change or detaching / attaching rolling stock(s) from / to the coaching rake, the following procedure shall be followed:

A. Overall supervision of shunting operation:

- (i) The entire shunting activity shall be under the supervision of the on duty Station Master / Outdoor Station Master / Yard Master / Shunting Master / Guard (as the case may be in order of sequence) who shall be the Shunting Supervisor.
- (ii) Shunting Supervisor shall brief the other concerned regarding which loco / rolling stock is to be detached and /or attached.
- (iii) The Shunting Supervisor shall see that he has got adequate number of safety chains, pad locks, iron skids / sprags / wedges, standard gloves, etc. available in his stock.

B. Before detaching the loco / rolling stock(s):

The following steps shall be followed:

- (i) On arrival of the train at the station, written Shunting Order (T/806) shall be served to the LP / Shunter by the Shunting Supervisor. At way side stations, the Guard shall be personally responsible to supervise the shunting.
- (ii) On arrival & stopping of the train at scheduled loco changing / reversal station, the Loco Pilot shall re-apply the A-9 brake to full service application. This will result in brake application in entire rake. He shall confirm the same to the shunting supervisor.
- (iii) Then shunting staff (or pointsman in case shunting staff is not available at road side stations) shall close first FP & BP cut-out angle cocks of the loco (or rolling stock to be detached along with the loco) and thereafter FP & BP cut-out angle cocks of the formation.
- (iv) In the meantime, Shunting Staff (or pointsman in case shunting staff is not available at road side stations) shall ensure placing two iron skids (or wooden wedges in case iron skid not available) under the wheels of the front and rear vehicle at falling gradient side and he/they shall confirm the same to the shunting supervisor.
- (v) In the meantime, the Incoming Guard (i.e. the Guard who has come working the train) of the train shall apply hand brakes in the rear SLR/ LWLRRM. He shall confirm the same to the shunting supervisor.

C. Detachment of the Loco / rolling stock(s) from the rake:

- (i) Shunting staff (or pointsman in case shunting staff is not available at road side stations) shall uncouple the FP & BP air-hoses between the loco (or vehicle to be detached) and the train formation. He shall secure both the BP & FP air hoses in their hangers.
- (ii) Then, Shunting Staff (or pointsman in case shunting staff is not available at road side stations) shall open the screw coupling / CBC and allow the loco (or loco along with the vehicle to be detached, if any) to proceed forward to complete further part of shunting operation.
- (iii) In the meantime, except first five coaches at the end where loco is to be re-attached C&W Staff shall start releasing brakes of the remaining coaches manually (i.e. by Quick Release Valve). C&W staff shall not release the brakes of the five coaches unless loco is:

CS

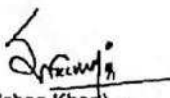
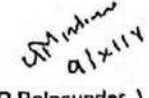

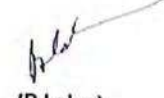
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Joint Procedure Order (JPO) for working of Electric Goods Train between Malda and Katihar

CRS sanction has been received vide Letter No: 6/112-12/18/Electrification/807 dated 30.09.2018 for operation of Goods & passenger trains by Electric Loco in newly electrified section Pakur (PKR) -Malda (MLDT) section of Eastern Railway at a speed of 75 kmph. Mail/Exp trains over this section will be taken over on Electric traction after the CRS approval, for which CRS is being approached, for enhancing speed to sectional speed of section i.e. 100 kmph is received. However, goods operation over this section on electric traction is expected to commence shortly.

Since Malda-Katihar-Barauni is already electrified, it is prudent to run Goods trains going towards Katihar/Barauni on electric traction for improving operational efficiency as well as avoiding Diesel under wire. It is also considered that working of goods train in MLDT-KIR section by crew of both ER & NFR will avoid detention of trains on crew account as well as due to issues of interchange point. This will also facilitate both the railways for sparing DSL crew for their electric conversion training on a faster pace. Therefore, with a view to having overall operational benefit, following is jointly decided.

1. In MLDT-KIR section, goods trains on electric traction will be worked by loco crew of both the Railways on 50-50 % basis.
2. As far as possible, both the railways will also run Crack Trains on electric traction between RPH-KIR-RPH section.
3. Mail/Exp trains will continue to be worked as per existing crew links of both the railways.

 (Ishaq Khan) CELE/ER
 (P Balasunder) CMPE/ER
 (Prawn Karketta) CEGE/NFR
 (B Lakra) CME (O&F)/NFR

JPO for Air Brake Continuity Test for EMD Locomotives

1. **Objective:** - Brake continuity test is one of the most important tests of Air Brake System. This test is done to check the continuity of the Brake Pipe throughout the train. It ensures undisturbed/uninterrupted Brake pipe pressure from Engine to the last vehicle of the train.
2. **Principle:** - The principle of the test is that, first the brake pipe pressure is created from the locomotive in the train ~~brake pipe~~ and then destroyed from the brake van/last vehicle and in doing so, the brake pipe pressure in locomotive should also become zero.
The brake pipe pressure is once again created from the locomotive and the build up of train brake pipe pressure is checked from the brake van/last vehicle.
In case of any discontinuity, the reason for the same should be ascertained and necessary action taken for rectification. Thereafter, the test procedure shall be repeated.
3. **When required:** - The brake continuity test must be carried out on train in the following circumstances.
 - (a) Fresh locomotive or additional locomotive is attached to the front of the train.
 - (b) Fresh locomotive ~~or~~ additional locomotive is attached to the rear of a fully fitted train.
 - (c) Vehicle is attached at any position in the fitted portion of the train.
 - (d) Vehicle is detached from any position other than extreme rear end.
 - (e) After rectification of any brake defect or irregularity which had affected the continuity of the brake system.
4. **Who shall carry out:** - The Loco Pilot and Guard together must carry out this test as soon as possible and follow the detailed procedure as given here in:

i. PROCEDURE:

Step-1: - The Loco Pilot must move the Automatic Brake valve handle to Release position in the leading driving compartment and check that approx. 5.0 kg/cm.sq. is registered on brake pipe pressure gauge.

Step-2: - The Loco Pilot must then move Automatic Brake valve handle to minimum reduction without a pause and retain initially at least 4.0 kg/cm. sq. on the brake pipe pressure gauge.
After the brake pipe pressure has been stabilised the **Lead/Trail switch should be put in "Test" mode** for isolating the charging of the brake pipe from the compressor.

Step-3: - The Guard then, without any delay, shall carry out the following:-

- (a) If a brake van is the rear vehicle, the Guard's Emergency Brake valve should be opened until all air is exhausted reducing the pressure to "zero" and the reading of the BP gauge in Loco should also indicate "zero". This should normally require about 2 to 3 minutes. The Guard's Emergency Brake Valve must then be closed.

- (b) If a brake van is not the rear vehicle, the Brake pipe cut off angle cock on rear end of the last vehicle should be opened until all air is exhausted. The cock must then be closed.
- (c) In the case of partly fitted train, the cock must be opened on the rear end of the rear vehicle in the fitted portion until all the air is exhausted. Before carrying out this part of the test, the Guard must have a clear understanding with the loco Pilot as to what is to be done to ensure that the train is not moved during the test.
- (d) If there is a locomotive in the rear of the last coach/wagon in addition to the driving locomotive in the front of the train, and this locomotive is the last vehicle of the train, then the Guard must instruct the Loco Pilot of the rear most locomotive to perform the duties of the Guard in carrying out the brake continuity test.
- (e) The Loco Pilot of the rear loco must move the Automatic Brake valve to emergency until the Brake pipe pressure falls to "zero". He must then move the Automatic Brake valve Handle to Release position and observe that the brake pipe pressure does not rise immediately.

Step-4: - The Loco Pilot of the driving locomotive must observe that the brake pipe pressure has dropped to "zero" in the leading driving compartment and does not commence to rise again.

Step-5: - The Loco Pilot of the driving locomotive must move the Automatic Brake valve to Release position and check that 5.0 kg/cm.sq. is registered in the locomotive cab and maximum level in the last vehicle as stipulated in the operating rules. Then Lead/Trail switch to be put in "Lead" mode and the brake pipe pressure should again build up to 5.0 kg/cm.sq. in the locomotive cab and maximum level in the last vehicle as stipulated in the operating rules.

h
Dy.CME/DSL/HQ

h
19/7/13
Dy.CME/O&F/HQ

Joint Procedure Order on Loco use

No.T/278/Power Plan/TRG/Pt-XII









Date- 06.03.2018

1. Inward UP loads received at New Jalpaiguri (NJP) with overdue schedule Loco should be permitted to move up to the respective Terminal so that Customers are not put to inconvenience due to inordinate delay and Railway does not lose its traffic. However, after the placement of the inward loads is completed, overdue Loco must be moved to Home Shed as light Engine or working trains at the first available opportunity.
2. Right powering must be done at the proper location to carry heavy loads, so that cases of wheel burnt or stalling of trains do not take place on way to destination. If appropriate power is not available, the load should not be moved from the crew changing point to create chaos in the mid section.
3. The incidences of sending Spare crew towards Jogbani (JBN) and Kishanganj (KNE) are very high. All efforts must be made to engage crew to work trains from both sides.
4. The practice of some running staff, leaving Running Room without working the trains is causing less utilization of running staff. Even if the crew goes on CFR short of destination and load is stabled, they have to proceed to the nearest running room and if the destination is within one hour reach, he should work the train up to destination working up to 12 hours.
5. The Running of Crack Train between NBQ-LMG, NGC-BPB, NGC-MXN and LMG-TSK should be worked out on daily basis.
6. Universal learning of Crew must be done in all divisions so that Goods train do not get abnormally detained and operating ratio jeopardized.
7. Crew particulars must be fed in CMS for booking instead of booking the crew manually.
8. The Road learning period in less intensive sections should be enhanced from 3 months to 6 months, so that despite availability of Crew and path, train does not get detained at booking station abnormally.

h
(Anand Dev)
PCEE

h
G.G. S. 18
(Amlan Kr.Biswas)
PCOM

GM Safety Award for the month of July -2019

Name	Designation	Citation
	Samuel Narjariy LP/ME/NJP KIR div	On 13.07.2019 at 06.46 hrs while working by train No.12377 he suddenly observed "Lurching" at KM 185/3-2 in Up line between Bhaluka Road (BKRD) - Harishchandrapur. He immediately reduced the speed and put "ON" the flasher light and informed on duty Guard of the said train and SM/HCR through walkie talkie. He stopped the train at HCR station against through signal and served written memo to SS/HCR. PWI attended and found Rain cut and imposed SR 30 KMPH. Due to his alertness a probable mishap was averted.
	Rameshwar Ram Tech/C&W/NJP KIR div	On 19.07.2019 at 21.10 hrs during rolling in examination, he detected "Primary coil spring broken in leading trolley LHS of coach No. 11133 NR / LWACCN of train No.12424 Up (Rajdhani Exp)". The train was allowed a SR of 80 kmph up to next TXR point. Due to his alertness a probable mishap was averted.
	Mritunjay Basak TMTR/AUB KIR div	On 24.07.19 at 13.08 hrs. while performing duty of Key man between Nijbari - Rangapani, he detected "Fire in loco No.13621 of train No.15662 dn at KM 12/8-9". He immediately arranged to stop the train and also inform to SM/NJB through gate phone. Accordingly the train was controlled at NJB and fire was controlled by fire extinguisher. Due to his alertness a probable mishap was averted.
	Makhan Orav TMTR-IV/ KNE KIR div	On 27.07.2019 at 12.11 hrs while performing patrolling duty between Gaisal (GIL) - Gunjaria (GEOR). He detected "Fire in coach No.07855/CNR /LWLRMM of train No.12408 Up". HE showed red hand signal to on duty guard and shouted to stop the train. Accordingly the train was controlled at GEOR stn. He also helped LP & station staff to extinguish the fire. Due to his alertness a probable mishap was averted.
	Sanjid Alam TMTR-IV/KNE KIR div	On 27.07.2019 at 12.11 hrs. while performing patrolling duty between Gaisal (GIL) - Gunjaria(GEOR). He detected "Fire in coach No.07855/CNR /LWLRMM of train No.12408 Up". HE showed red hand signal to on duty guard and shouted to stop the train. Accordingly the train was controlled at GEOR stn. He also helped LP & station staff to extinguish the fire. Due to his alertness a probable mishap was averted.
	Pulak Roy Gateman/CLD APDJ div	On 18.07.2019 at 12.18 hrs while working at LC gate he noticed "smoke coming out from the rear wheel of Pantry car/coach No. NF 13803 of through passed train No.15483 Dn". He immediately showed Red hand signal to the Guard and informed to SM/Chalsa (CLD). The train was controlled at KM 61/8-9 btn CLD-NMZ. Finally, LP, Guard and Sri Roy released the brake binding. Due to his alertness a probable mishap was averted.
	Samin Chandra Keot SS/DKJR RNY div	On 23.07.2019 at 09.37 hrs while through passing Up Dekargaon (DKGN) Military special, he noticed "smoke coming out from wagon No. 82068892469". He showed red hand signal to the on duty guard and arranged to stop the train by informing LP/ALP & Guard through VHF set. He also informed to on duty Controller and SM of New Missamari. The train was controlled at New Missamari and fire was controlled by using Fire extinguisher. Due to his alertness a probable mishap was averted.
	Subhajit Paul SM/DQL RNY div	On 30.07.2019 at 16.30 hrs while through passing Up NTSK/DBRG Food grain at his station, he detected "brake binding of wagon No. WRBCNA 30080034343". He immediately informed to Section Controller and on duty SM of Nizhetia (NCA) to control and check the train. The train was controlled at NCA and brake binding was rectified. Due to his alertness a probable mishap was averted.

SN 15
BR 16
N.F. Railway
Date 24.7.2018
Joint Procedure Order

No.HM/219/0(Med Exam)

Joint Procedure Order

Sub: JPO on PME (Periodical Medical Examination) of Running Staff

It has been observed that 4 to 7 days are being consumed in PME of Running Staff resulting in wastage of crew-days and thereby affecting the crew availability adversely for running the trains. To reduce the wastage of crew-days on account of PME, following procedure shall be followed:

- (1) The followings will be the PME Centres with nominated day / days for examining Running Staff of various Crew Lobbies of the divisions:

PME Centre (Availability of Ophthalmologist)	Nominated Day / Days of PME	Crew Lobbies Covered	Divisions	Concerned Divisional PRC & Mobile Number	
				PRC	Mobile Number
KIR (Daily)	Monday to Thursday	KIR, MLDT	KIR	PRC/KIR	7070890380
NJP (Except on Tuesday)	Monday, Wednesday, Thursday	NJP	KIR, APDJ	PRC/KIR	7070890380
APDJ (Tuesday)	Tuesday	APDJ	APDJ	PRC/APDJ	8584952473
NBQ (Wednesday)	Wednesday	NBQ, RPN	RNY	PRC/RNY	9957554458
MLG (Daily)	Monday to Thursday	NGC	LMG	PRC/LMG	9957553416
LMG (Thursday)	Thursday	LMG, BPB	LMG	PRC/LMG	9957553416
DBRT (Daily)	Monday to Thursday	DBRG, NTSK, MXN	TSK	PRC/TSK	8134055486

- (2) All examinations including Ophthalmology Test, Urine Test, Blood Test, Chest Test, Physical examination, etc. shall be carried out in the PME Centre only and Final Certificate issued from there only.
- (3) Ophthalmologist (Eye Doctor) from NJP Hospital shall visit APDJ on Tuesday for conducting the Ophthalmology Test.
- (4) Ophthalmologist (Eye Doctor) from Central Hospital, MLG shall visit NBQ on Wednesday for conducting the Ophthalmology Test.
- (5) Ophthalmologist (Eye Doctor) from Central Hospital, MLG shall visit LMG on Thursday for conducting the Ophthalmology Test.
- (6) Crew Lobby In-charges shall not send any Running Staff to the nominated Hospital or Health Centre for reporting for PME on Friday, Saturday & Sunday.
- (7) Crew Lobby In-charges shall send the Running Staff for PME on nominated day(s) well before PME due date and shall not wait for PME of any staff getting overdue.
- (8) In case non-availability of the Ophthalmologist (due to leave, etc.) at any particular PME Centre on any particular date/dates, the same shall be intimated to the concerned Crew Lobby In-charge through the concerned Power Controller on the mobile numbers mentioned under (1) above well in time, so that Running Staff are not sent for PME on those particular dates.

- (9) Each PME Centre shall complete entire examinations (including Ophthalmology Test) w one day, i.e. on the date of reporting and issue PME certificate on the same date in no cases. In case of eye problem / spectacle change, etc., PME certificate shall be issued day, subject to availability of spectacle.
- (10) All concerned should ensure that crew should report for PME at the nominated PME ce by 9.30 am sharp.
- (11) In case of Eye doctors are on long leave/training, crew can be deputed to CH/MLG testing of fundus by respective CMSs/ACMS/MS. Eye doctors will always be availabl CH/MLG for the purpose.







PCEE/MLG

CMD/MLG

Distribution:

- (i) DRM/KIR, APDJ, RNY, LMG & TSK
 (ii) MD/CH/MLG, CMS/ KIR, APDJ, NJP, RNY, LMG, BPB & DBRT; ACMS/NBQ; MS/NTSK
 (iii) Sr. DEE/ KIR, APDJ, RNY, LMG & TSK

Honourable Mention
GM safety award for the month of June - 2019

SN	Name & Designation	Citation
1.	 Prithvi Chandra Shah TMTR-IV/PRNA KIR Div	On 21.06.2019 at 23.45 hrs during patrolling duty he detected "Crack in stock rail of SEJ" between Dalan (DLF) – Rautara (RWA) at KM 8/7-8. He immediately protected the track and informed to SM in both direction as well as sectional PWI. Track was repaired and given fit at 01.25 hrs. Due to his alertness a probable mishap was averted.
2	 Parohi Yadav TMTR-IV/PRNA KIR Div	On 21.06.2019 at 23.45 hrs during patrolling duty he detected "Crack in stock rail of SEJ" between Dalan (DLF) – Rautara (RWA) at KM 8/7-8. He immediately protected the track and informed to SM in both direction as well as sectional PWI. Track was repaired and given fit at 01.25 hrs. Due to his alertness a probable mishap was averted.
3	 Ganesh Prasad SR. TECH/C&W KIR Div	On 27.06.2019 at 18.26 hrs during rolling in examination he detected "Front trolley floating lever pin in open condition and lever rubbing with axle" of coach No-13803 NF/WCB of train No-15483 Dn. He immediately informed to on duty SSE/C&W/KIR to replace the proper pin in the said coach. Due to his alertness a probable mishap was averted.
4	 Manoj Hari TECH-II/C&W KIR Div	On 27.06.2019 at 18.26 hrs during rolling in examination he detected "Front trolley floating lever pin in open condition and lever rubbing with axle" of coach No-13803 NF/WCB of train No-15483 Dn. He immediately informed to on duty SSE/C&W/KIR to replace the proper pin in the said coach. Due to his alertness a probable mishap was averted.
5	 Goutam Rishi TMTR/DLK KIR Div	On 28.06.2019 at 11.45 hrs while performing the duty of gateman he detected "Hot Axle" in wagon No-3003016556 NR/BCNL of train No-Dn HIMB CPC. He immediately showed the red hand signal to the Guard of the said train and informed to SM/DLK. After checking at station, the said wagon was marked sick. Due to his sincerity and devotion to duty he saved a probable major disaster.
6	 Bhubaneswar Kalita TMTR/RNY RNY Div	On 14.06.2019 while performing patrolling duty he detected "weld failure" at KM 355/9 – 356/0 between Rangiya - Ghograpar. He immediately protected the track and stopped train No-15903 Dn by showing red hand signal and informed SSE/P-Way/RNY. Due to his alertness a probable mishap was averted.

In recognition of the meritorious service and for preventing probable accidents, certificates with cash awards of Rs. 3000/- each were awarded by General Manager, N.F. Railway on 31st JULY – 2019 at N.F.Railway HQ.

KNOWLEDGE QUIZ




1. The effective substitute for the adequate distance is
 a) Sand Hump of approved Design. b) Trap Point c) Snag Dead end
2. With a view to test the readiness and quick turn out of the ARME & ART it is desirable to have periodical Mock drills once in months.
 a) 2 b) 3 c) 6
3. The train on which hot axle is noticed/suspected shall be received on line.
 a) Loop b) Main c) Siding line
4. If any unmanned L.C.Gate involved in more than accidents in three consecutive year, it should be manned immediately
 a) Four b) Two c) Three
5. If there are 18 sleepers in a rail length of 13 Metres, the sleeper density is
 a) M+4 b) M+3 c) M+5
6. Adequate distance for block overlap in Multiple Aspect Signaling is metres.
 a) 400 b) 180 c) 120
7. During temporary single line working on the double line the speed of the first train shall be
 a) 15 KMPH b) 20 KMPH c) 25 KMPH
8. Guard of Mail/Express train must be on duty minutes, those of Mixed/Goods train minutes before the booked departure time of the train.
 a) 45, 30 b) 30, 45 c) 45, 40
9. Driver to run at a speed not exceeding Km/h up to the next station when flat tyre is detected enroute.
 a) 30 b) 25 c) 15
10. The Authority to be issued for sending a relief train into an occupied block section is
 a) T/B 602 b) T/A 602 c) T/D 602

Check how well you have performed –

1	2	3	4	5	6	7	8	9	10
a	b	b	c	c	b	c	b	a	b









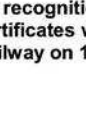
If you have answered:

No. of correct answers	Your Safety Grade is
10	A
7-9	B
5-6	C
LESS THAN 5	Plan Your Trip To ZRTI

9		Vikram Kumar Pankaj TMTR/NHGJ LMG div	On 12.07.2019 at 04.37 hrs while performing duty of monsoon patrolling between Jatinga Lampur (JGLP) – New Harangajao (NHGJ) he noticed "Bank settlement and land slip at KM 110/4-5 between JGLP-NHGJ" . He immediately protected the track and informed to SSE/P-Way/NHGJ and SS/JGLP. Due to his alertness and devotion to duty a probable mishap was averted.
10		Ajijur Rahman LP/Pass/MXN TSK div	On 03.07.2019 while working by train No.15967 Up, he suddenly noticed that "elephant movement on Railway track at Km 372/7-8 between Mariani - Nakachari section" . He immediately controlled the train by applying emergency brake and stopped the train just 35 meter away from the elephant. Due to his alertness he saved the elephant as well as a probable mishap was averted.
11		Girish Chandra LP/G/MXN TSK div	On 29.07.2019 while working by Up light engine No-70150, he noticed a herd of "elephant movement on Railway track" at KM 372/6-7 between Nakachari (NCH) – Mariani (MXN) section. He immediately controlled the Engine by applying emergency brake and stopped the engine just 30 meter away from the herd of elephant. Due to his alertness he saved the elephants as well as a probable mishap was averted.









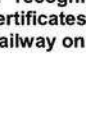
In recognition of the meritorious service and for preventing probable accidents, certificates with cash awards of Rs. 3000/- each were awarded by General Manager, N.F. Railway on 30th AUGUST – 2019 at N.F.Railway HQ.

GM Safety Award presented on 15th August - 2019

SN	Name	Designation	Citation
1		Sudhir Kumar-II LP Goods/NJP KIR Div	On 26.06.2019 at 14.09 hrs while working train No-HDCG container he suddenly noticed a big tree fallen on RE wire in the track in face of his train while entering Eklakhi station. He immediately applied the emergency brake and controlled his train just ahead the obstruction and informed SM/Eklakhi and CPRC/KIR. Due to his alertness a probable mishap was averted.
2		Viveka Nand Yadav ALP/ NJP KIR Div	On 26.06.2019 at 14.09 hrs while working train No-HDCG container he suddenly noticed a big tree fallen on RE wire in the track in face of his train while entering Eklakhi station. He immediately applied the emergency brake and controlled his train just ahead the obstruction and informed SM/Eklakhi and CPRC/KIR. Due to his alertness a probable mishap was averted.
3		Ranjit Nag TMTR/HSA APDJ Div	On 05.06.2019 while working as Key man between Rajabhatkhawa – Alipurduar Junction he detected smoke from a wagon of Up JRNA container and immediately informed SM/APDJ and SSE/P-Way/HAS. After checking brake blocks of 3 nos of wagons were found heavily jammed. Later the same was rectified. Due to his alertness and timely action a probable mishap was averted.
4		Bikash Mandal TMTR/ BPRD RNY Div	On 29.05.2019 at 05.58 hrs while performing patrolling duty he detected "rain cut" at KM 292/9 – 293/0 between Barpeta Road – Sorbhog. He immediately protected the track and stopped train No-55801 (Manas Rhino Passenger). He informed SSE/P-Way/BPRD. Due to his alertness and devotion to duty a probable mishap was averted.
5		B.C.Boro LP/ Mail/NGC Lumding Div	On 31.05.2019, while working train No- 12424 (Rajdhani Exp) at Dhalpukhuri (DHRY) station he detected "wrong setting of points" and immediately controlled his train. Due to his alertness and devotion to duty a probable derailment was averted.
6		P.K. Das ALP/ NGC Lumding Div	On 31.05.2019, while working by train No- 12424 (Rajdhani Exp) at Dhalpukhuri (DHRY) station he detected "wrong setting of points" and immediately controlled his train. Due to his alertness and devotion to duty a probable derailment was averted.
7		Mukesh Kumar -II LP Goods TSK Div	On 08.06.2019 while working train No-75901, he noticed elephant movement on the track at KM 14/9 – 15/0 between Tingrai (TII) – Digboi (DBY) stations and immediately controlled the train by applying emergency brake. Train stopped close to the elephant. Thus elephant dashing was saved as well as a probable mishap was averted.
8		Jitendra Kumar- II ALP/ TSK Div	On 08.06.2019 while working train No-75901, he noticed elephant movement on the track at KM 14/9 – 15/0 between Tingrai (TII) – Digboi (DBY) stations and immediately controlled the train by applying emergency brake. Train stopped close to the elephant. Thus elephant dashing was saved as well as a probable mishap was averted.
9		Heera Kumar ALP/Mariani TSK Div	On 07/08-06-2019 while working 12423 (Rajdhani Exp) he noticed a big "tree fallen on the track" at KM 373/8-6 between Nakachari (NCH) – Mariani (MXN) stations. He immediately arranged to stop the train by applying emergency brake. Thus he saved a probable disaster.

In recognition of the meritorious service and for preventing probable accidents, certificates with cash awards of Rs. 3000/- each were awarded by General Manager, N.F. Railway on 15th AUGUST – 2019 at N.F.Railway HQ.

GM Safety Award for the month of August -2019

SN	Name	Designation	Citation
1		Kulesh Nigam GATEMAN/AUB /KIR DIV	On 15.08.2019 while performing duty at LC gate No- NC-47 he detected "Weld fracture at KM 47/1-2 in Up line" . He immediately protected the track by placing banner flag and informed to SM/Mangurjan (MXJ) and JE/P-Way/MXJ. JE/P-Way attended and imposed 30 KMPH restriction. Due to his alertness a probable mishap was averted.
2		Md.Gulam Mustafa TechII/C&W/ KIR DIV	On 20.08.2019 at 11.03 hrs while performing rolling in examination he detected "Secondary Coil Spring broken in front trolley RHS" of coach No. 01051NF/ACCW of Train No. 15631 Up. The coach was detached from the train and replaced said coil spring. Due to his alertness a probable mishap was averted.
3		Gokul Kr. Singh TMTR-TMH KIR DIV	On 22.08.19 at 02.30 hrs while performing patrolling duty between Tinnilehat (TMH) – Magurjan (MXJ) he found "One Female child aged about 08 month lying in between track of Up line at Km 42/2-3. He took the child and handed over to the RPF personnel and arranged to send her in Hospital for treatment." Due to his sincerity and kindness he saved the child.
4		Bhisham Nath Prasad TECH-III/ C&W/ NJP/KIR DIV	On 25.08.2019 at 07.50 hrs during rolling in examination, he detected "Anchor Link broken in front trolley LHS" of coach No.10518 ER/GS of train No.13174 Dn. The coach was detached from the train for repairing etc. Due to his alertness a probable mishap was averted.
5		Shahgir Alam LP/PASS/NJP / APDJ DIV	On 17.08.2019 at 06.00 hrs while working by 75715 Up Ex NJP – APDJ he suddenly noticed one big elephant crossing the railway track from right to left side at Km 23/5-6 between Gulma (GLMA) – Sivok (SVQ). He immediately applied emergency brake and controlled the train near the elephant. . Thus he saved the life of an elephant as well as a probable mishap was averted.
6		Akhil Barman SS/KTCH	On 29.08.2019 while performing duty he noticed hanging parts in the rear coach of train No.55714 Dn. He immediately tried to attract the attention of the LP/ALP and Guard of the said train over VHF set but unable to connect. Then he immediately informed the SM of the station in advance (TIHU) as well as Sectional Controller. Finally the train was stopped at TIHU and the defect was rectified. Due to his alertness a probable mishap was averted.
7		Dipankar Dey TMTR/LMG	On 28.08.2019 at 22.26 hrs during monsoon patrolling duty he detected a deep pocket which caused 02 nos. of sleeper totally hanged on LH rail of Up line over Km 186/5-6 between Patharkhola (PKB) – Lumding (LMG). He immediately protected the track and informed SS/PKB and SSE/P-Way/LMG. Due to his alertness a probable mishap was averted.
8		Atul Uzir Welder/SLGR	He is a very sincere and dedicated AT welder and he had executed 96 AT welds during the period 01.04.2019 to 31.08.2019. The welds were perfect when it was ultrasonically tested. Due to his sincerity 100% welds have been found to be free of flaw ensuring safety.
9		Bhagabanta Rabha Welder/CGON	He is a very sincere and dedicated AT welder and he had executed 95 AT welds during the period 01.04.2019 to 31.08.2019. The welds were perfect when it was ultrasonically tested. Due to his sincerity 100% welds have been found to be free of flaw ensuring safety.

In recognition of the meritorious service and for preventing probable accidents, certificates with cash awards of Rs. 3000/- each were awarded by General Manager, N.F. Railway on 30th September – 2019 at N.F.Railway HQ.

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This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.