

पूर्व रेलवे
Eastern Railway

e~Safety Bulletin
Operating Department

Nov 25 to Jan 26 .

चतुर्थ
संस्करण
4th
Edition

Chief Patron's Message:

Niraj Verma

Principal Chief Operations Manager.



Dated; 03.02.2026.

:: Message::

4th edition of "e-Operating Safety Bulletin" has been introduced by Operating Department of Head Quarter to facilitate counseling to all safety category Staff on various safety issues. In light of the same, Division needs to demonstrate the topics of hands-on practices to all concerned Staff including bottom line staff.

I am confident that the bulletin will undoubtedly prove to be an effective guide in the efficient working of Railwaymen.

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महत्वपूर्ण निर्देश

Important Instructions

- ❖ एम.एस.डी.ए.सी या एस.एस.डी.ए.सी. को हार्ड रीसेट करने से पहले या पैनल/ वी.डी.यू. से आपातकालीन प्वाइंट/रूट संचालन से पहले, भौतिक रूप से ट्रैक की निकासी सुनिश्चित करें।
Before hard resetting M.S.D.A.C. or S.S.D.A.C. or Emergency Point/ Route operation on Panel/ V.D.U, ensure clearance of track physically.
- ❖ स्टेशन/यार्ड पर स्थिर भार वैगन/ कोचिंग रेक सुरक्षित करने के लिए मौजूदा नियमों के अनुसार सभी निर्धारित प्रक्रियाओं का पालन करें।
Comply all laid down procedure as per extant Rules for securing of stabled load/rake at Station/Yard.
- ❖ ट्रेन की आवाजाही/परिचालन के दौरान किसी भी शॉर्ट कट प्रक्रिया का पालन न करें।
Don't adopt any short-cut procedure during train movement/operations.
- ❖ किसी भी असुरक्षित स्थिति की तुरंत रिपोर्ट करें।
Report any unsafe condition immediately.
- ❖ अपने कार्य क्षेत्र को साफ सुथरा रखें।
Keep your work area neat and clean.
- ❖ ट्रेन के साथ ऑल राइट सिग्नल का आदान-प्रदान करते समय सुनिश्चित करें कि ट्रेन सुरक्षित रूप से चल रही है।
Ensure train is running safely while exchanging ALL RIGHT Signal with a train.
- ❖ सभी रिकॉर्ड/रजिस्ट्रों का उचित रखरखाव करें।
Maintain all records/registers properly.
- ❖ एस.डब्ल्यू.आर के अनुसार सभी आवश्यक उपकरणों की उपलब्धता और उनकी कार्यशील स्थिति की जांच करें।
Check availability of all Essential Equipments and their working condition as per SWR.
- ❖ सभी नवीनतम सर्कुलर, आदेश, शुद्धिपत्र, तथा टेक्नोलॉजी से अवगत रहें।
Keep updated with latest Circulars, Orders, Corrigendum Slips, Technologies.
- ❖ सभी सुरक्षा श्रेणियों के कर्मचारियों को नियमित सुरक्षा काउंसलिंग प्रदान करें/ निश्चित समय अंतराल पर सुरक्षा बैठक की व्यवस्था करें।
Provide regular safety counseling/ arrange safety meeting in frequent interval to all safety categories staff.

***** Safety is the utmost priority *****

Sending of Assistant Locomotive in Absolute Block Section:

If it is necessary to send an assisting Locomotive/train in to obstructed block section to assist a disabled train, the SM will take following Actions:-

Information:

- ❖ Whenever, any report is received by the SM (On-duty) regarding a disabled train in the block section in the Absolute Block System, he shall immediately inform the same to the SM at the other end of the block section as well as to the Section Controller.
- ❖ Consequently, he shall advise the Train Manager (TMR) and the LP of the assisting/relief locomotive/train about the circumstances.

Authority:

- ❖ SM shall then prepare the Prescribed Authorities for the LP of the assisting/relief locomotive/ train.
- ❖ The prescribed Authority is as under:
 - T/A 602 (authority to proceed for Relief Locomotive/train into an occupied block section) which contains:-
 - i. Authority to proceed **without** Line Clear.
 - ii. Authority to pass the signal/signals **at ON**.
 - iii. Caution order **15 kmph (during day time)/10 kmph (during Night when visibility is clear)/WP** (when visibility is not clear).

(The LP of assisting Locomotive/ train shall be informed about the kilometers of obstruction and the station where the train is to be cleared.)

- T/511 to start assisting/relief Locomotive/train from non-signaled line. (If required)
 - ❖ SM should immediately inform the LP, TMR (of disable Train), and SM of other end as well as Section controller, immediate after, the assisting/relief Locomotive/Train enters the block section.

Reception:

- ❖ When the assisting/relief Locomotive/train approaching the next station with disable load, LP of the train running in the wrong direction shall bring his train to a stand opposite the FSS pertaining to the right line or the LSS pertaining to the wrong line on which he is running, whichever he comes across first, and sound one continuous long whistle.

- ❖ The SM of receiving Station, first satisfy himself that all points have been correctly set and facing points clamped & padlocked. Subsequently, he will issue T/409 to LP of the **train running in the wrong direction** which shall be duly delivered by a competent railway employee who shall pilot the train on to the station.
- ❖ **Train running by right line** may be received by taking “OFF” approach signal or otherwise.

Clearance of Section:

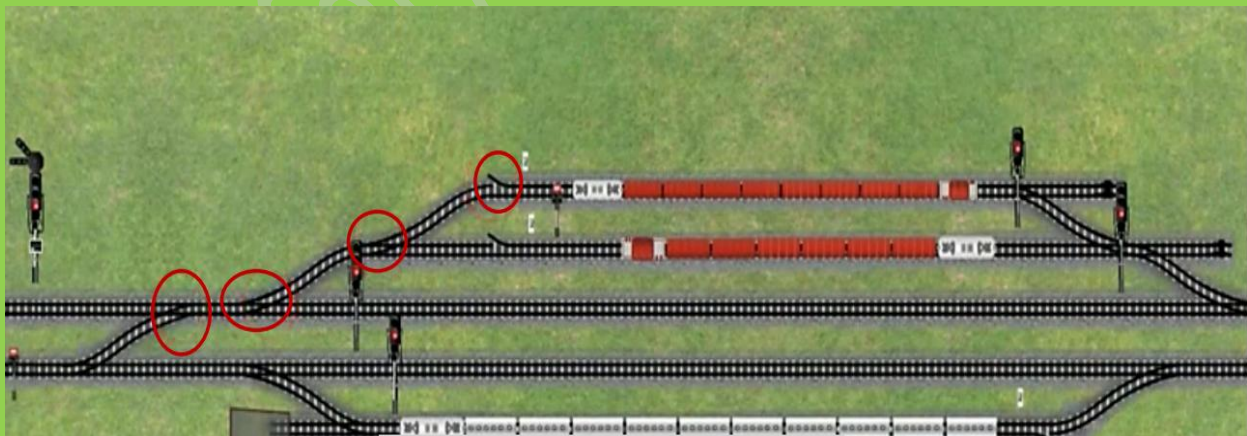
- ❖ When the assisting/relief Locomotive/train with the disabled train arrives at the station, the SM of receiving station confirms the complete arrival from the TMR and consequently, SMs shall clear the section.
- ❖ If Assisting/relief Locomotive/train with disable train shall arrive at next station in right direction, the SM will send “Train out of Block Section “ (four beats) to the SM in rear.

Departure of Train from a Non-Signaled line:

Procedure for Departing a Train from a Non-Signalled Line:-

Obtain Line Clear:

- ❖ In the event of a train having to be started from a line not provided with a Starter signal/departure signal, the LP shall be given a written permission to start.
- ❖ SM must obtain Line Clear from the Block Station in Advance for the direction in which the train will proceed, after having confirmation that the train is fully ready from TMR/Loco Pilot.



Route Securing:

- ❖ All the points over which the train has to pass are correctly set and facing points are properly Clamped & Padlocked.

Authority & Piloting:

- ❖ The Loco Pilot will be then handed over **Starting Order “T/511”** to start the train and he will be piloted upto the last set of the points.
- ❖ **On single line section**, where the LP is given token / tablet / paper line clear ticket as an authority to proceed, the form T/511 shall be handed over to the LP along with the tangible authority.

Test Your knowledge:

SL	Question
1.	एल.पी. को बिना सिग्नल वाली लाइन से अपनी गाड़ी खोलने के लिए कौन सा प्राधिकार दिया जाता है? Which authority is served to LP to start his train from a non-signalled line? A. T/511 B. T/512 C. T/510 D. T/369 (3b)
2.	राहत लोकोमोटिव/ट्रेन को बाधित ब्लॉक सेक्शन में ले जाने के लिए कौन सा प्राधिकार दी जाती है? Which authority is served to proceed for Relief Locomotive/train into an occupied block section? A. T/A 602 B. T/B 602 C. T/C 602 D. T/512
3.	ए.बी.एस में, जब सहायक लोकोमोटिव गलत दिशा लाइन पर अक्षम ट्रेन के साथ अगले स्टेशन के पास पहुंचता है, तो स्टेशन पर पायलटिंग करके ट्रेन को प्राप्त करने के लिए एल.पी. को कौन सा प्राधिकार जारी किया जाता है? In ABS, when Assisting Locomotive approached the next station with disable train on the wrong directional line, which authority is issued to LP to receive the train by piloting to station? A.T/A 602 B. T/B 602 C.T/409 D.T/512
4.	टी/ए 602 का लिपि की रंग क्या है? What is the front color of T/A 602? A. Black B. Green C. Red D. Blue

Answer key:	1. A,	2. A,	3. C,	4. C
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ISOLATOR SWITCH OPERATION

- ❖ In emergency, if any foreign material entangles with OHE wire or if there be any abnormality in OHE, as per advice of Section Controller, SM will arrange to operate the isolator switch.
- ❖ Private number should be exchanged with control before and after operation of isolator switch
- ❖ SM will take out the 25 KV resistant gloves and relevant key for opening the lock of that isolator switch handle and proceed to the location.
- ❖ After opening the lock of isolator handle, hold the handle tightly and operate quickly and steadily. Handle should be operated steadily and quickly without any hesitation. Otherwise severe flashing may take place at the top of the OHE post where the male-female part of isolator is located.
- ❖ Lock the isolator handle and re-exchange private number with SCNL.

Precautions:

- ❖ During heavy rain, SM may not operate the isolator switch.
- ❖ SM should check the **intactness of EARTHING** and bonding of the OHE post where the isolator switch is located. If EARTHING or bonding is in torn position, SM may not operate isolator switch.
- ❖ Operation of isolator switch may be avoided if there is any **Bird Nest** at the top of OHE post close to male-female part of isolator because birds accumulate iron wire in the nest which may cause short circuit.
- ❖ Isolator switch should not be operated without wearing 25 KV **resistant gloves**.

O.D.C. (Over Dimensional Consignment)



Any consignment, which when loaded upon a wagon / open truck, would infringe the maximum standard moving dimension that may be either in length, width and height, at any point, on the entire route, from the booking station to the destination is called an Over Dimensional Consignment (ODC).

Class	Speed (Max)	Clearance	Marshalling	Day/ Night	Escort	Sanctioning Authority
A Class	Booked	9" or above	With through Goods train	Both	No need	DRM(in Division) PCOM (in Zone)
B Class	40 Kmph	6" to less than 9"	Alone or with Sectional train	Both	TI JE(C&W) JE(TRD) JE(P.Way)	DRM (in Division) PCOM (in Zone)
C Class	25 Kmph	4" to less than 6"	Alone as Load	Only Day	TI SSE(C&W) SSE(TRD) SE(P.Way)	CRS

OHE CLEARANCE for ODC :

SL	OHE CLEARANCE	SPEED RESTRICTION
1.	ABOVE 15 ½"	No Speed Restriction
2.	13 ½" TO 15 ½"	15 Kmph
3.	BELOW 13 ½"	15 Kmph with Power Block

Well BFU Wagon:-

- ❖ While running empty treated as 'B' class ODC.
- ❖ While running loaded treated as 'C' class ODC.

CRANK HANDLE OPERATION

❖ INSPECT THE CONCERNED POINT FIRST.

- If point indication starts blinking in PANEL/VDU during setting of point, SM will send pointsman to the point.
- If there is any foreign material between stock and tongue rail or under tongue rail, pointsman will remove the same. Subsequently, if the point becomes set, normal working should be resumed.
- If there is no foreign material and point is **set properly** but still indication is blinking, clamp both facing and trailing ends of the point and use pad lock.
- If point set indication appears in the PANEL/VDU, signal may be taken off. Otherwise, clamp and pad lock all the points of the route and issue T/369 (3b), (in case point indication still remains in blinking condition).
- If point can not be set from PANEL/VDU then use of crank handle takes place.

❖ CRANK HANDLE OPERATION

- If signal button and route button already pressed but signal failed and route did not appear due to point indication blinking. Press EGGN and concerned signal button.
- press GBN and concerned CH button to release crank handle key from EKT. Crank handle lock green steady indication will show flashing green in panel board.
- Take out crank handle key from EKT by turning left. If a switch is provided, press and hold the switch and take out the key. Above mentioned flashing green indication will be extinguished and key out red indication will appear in the panel board.
- Proceed to the point with that key, crank handle and another two small keys (one for opening both the lids of two holes and another for opening the mouth of crank handle hole and as well as for disconnecting motor from the panel board so that SM cannot operate motor while crank handle operation is to be introduced).

❖ Step-wise CH- operations:

- At motor point box there is one whole at one side and two holes at another side. At that side where the two holes are located, a pipe will be seen coming out from motor box in the direction towards underground. We have to use that side for crank handle where the two holes are located.



- Check the pin of the Crank Handle which is situated inside the crank handle hollow rod. Without this pin crank handle can not be operated.



- Use the smaller key to open the lids of the two holes. Then insert larger key in the smaller hole and turn clock wise. Obstruction of the crank handle hole will be removed. Insert Crank Handle and rotate it opposite to the direction at which tongue rail is to be moved. Upto first few rotations tongue rail will not move. Then it will start moving. After setting also continue rotation till you get a "Click" sound which indicates that point has been set properly. After crank handle operation both facing and trailing ends of the point to be locked using clamp and pad lock.



- Then crank handle should be returned to EKT and turn clock wise. Key out red indication will be disappeared in panel board and flashing green indication will appear. Press GRN button and concerned CH button. Steady green Crank Handle lock indication will appear in the panel board.
- If the point is set in normal position using crank handle, press NWWN and concerned point button. If the point is set in reverse position using crank handle press RWWN and concerned point button. Point indication will become steady.



❖ Items to be carried, while going for CH operation:







Thank You