

उत्तर रेलवे

230/विद्युत/परिचालन/सेफ्टी ड्राईव/2024

मण्डल कार्यालय

दिनांक :-18.11.2024

नई दिल्ली


सेफ्टी ड्राईव DLI/RSO -44/2024

विषय: विभिन्न सिटी कोड के संबंध में ।

संदर्भ: PCSO पत्र संख्या 81-T/13/MISC/Safety/2024.

उपरोक्त संदर्भित पत्र के माध्यम से किये गए सेफ्टी इंस्पेक्शन के दौरान यह देखा गया है की लोकोमोटिव में कार्यरत कू को विभिन्न परिस्थितियों में बजाये जाने वाले सिटी कोड की उचित जानकारी नहीं है । इसलिए सभी सभी मुख्य लोको निरीक्षको को यह यह निर्देश दिए जाता है कि वह अपने मनोनित एवं गैर मनोनित रनिंग स्टाफ को इस पत्र के साथ संगित सभी सिटी कोड के बारे में काउंसिल करे ताकि सुरक्षित एवं सुचारु रेल संचालन सुनिश्चित किया जा सकें ।

इस संबंध में, सभी मुख्य लोको निरीक्षको को यह निर्देश दिए जाते हैं कि उपरोक्त कार्य का होना सुनिश्चित करें व काउंसिलिंग की रिपोर्ट को मंडल कार्यालय में दिनांक 30.11.2024 को प्रस्तुत करें ।


कृते वरिष्ठ मण्डल विद्युत अभियंता/परिचालन
उत्तर रेलवे, नई दिल्ली

प्रतिलिपि :-

- मण्डल रेल प्रबंधक/मण्डल कार्यालय/नई दिल्ली/उत्तर रेलवे-सूचनार्थ ।
- मुख्य विद्युत अभियंता/परिचालन/उत्तर रेलवे, बड़ौदा हाऊस, नई दिल्ली - सूचनार्थ ।
- अपर मण्डल रेल प्रबंधक/परिचालन/नई दिल्ली/उत्तर रेलवे-सूचनार्थ ।
- मुख्य विद्युत लोको अभियंता/उत्तर रेलवे, बड़ौदा हाऊस, नई दिल्ली - सूचनार्थ ।
- मण्डल राजभाषा अधिकारी/मण्डल कार्यालय/नई दिल्ली/उत्तर रेलवे-सूचनार्थ ।
- प्रधानाचार्य/प्रशिक्षण केन्द्र - गाजियाबाद/शकुरबस्ती/तुगलकाबाद ।
- समस्त मुख्य लोको निरीक्षक/दिल्ली मण्डल - आवश्यक कार्यवाही हेतु ।
- समस्त लोको लॉबी नोटिस बोर्ड- आवश्यक कार्यवाही हेतु ।
- बेसिक प्रशिक्षण केन्द्र/तुगलकाबाद/उत्तर रेलवे-आवश्यक कार्यवाही हेतु ।

Northern Railway

Baroda House,
New Delhi
Safety Branch

No.81-T/13/Misc/Safety/2024

As Signed

**Divisional Railway Manager
Northern Railway
DLI, UMB, FZR, MB, LKO**

Sub: Sounding of engine whistle – whistle codes.

Whistle codes are mentioned in GR 4:50(SR 4.50/1 to SR 4.50/3) which are used by the Loco Pilot for various purposes. During safety inspection recently, it was noticed that Loco Pilot was not aware about the whistle codes properly.

It is therefore advised that a special drive may be launched for the counseling of loco pilots regarding awareness of various whistle codes.

Digitally Signed by Dimpy
Garg
Date: 29-10-2024 18:16:54
Reason: Approved
Pr. Chief Safety Officer
Northern Railway

Copy to: Secy to GM for kind information of GM
PCOM & PCEE/NR for kind information and n/a

- (4) If the train is fitted with continuous brake, the Guard may, in case of emergency, apply such brake gradually to stop the train.

S.R. 4.45/1 : Stopping of trains between stations.- Whenever a train has to be stopped between stations, the Loco Pilots and Guards must see that it is not stopped in an exposed position particularly on tunnels, bridges and high banks etc.

- 4.46 Assistance from Guards hand brake:-** When the Loco Pilot requires the assistance of Guard's hand brake, he shall sound the prescribed code of whistle, if necessary repeatedly, or, if a brake whistle is provided, sound such whistle, and shall also use other means of communication, if provided, between the Loco Pilot and Guard.

- 4.47 Application of Guard's hand brake:-**

- (1) When the Loco Pilot sounds the prescribed code of whistle or the brake whistle, the Guards shall immediately apply their hand brakes.
- (2) When a train is travelling down a steep incline, the Guards shall, if necessary, to steady the train, assist the Loco Pilot with their hand brakes.

- 4.48 Permission of Guard to detach engine from train:-** When a train has been brought to a stand outside station limits or anywhere on a grade, the Loco Pilot shall not detach his engine from the train without the permission of the Guard who, before giving such permission, shall satisfy himself that the van-brakes have been put on securely and take such other measures as may be necessary or prescribed by special instructions :

Provided that detaching of engines from trains in such cases may be prohibited altogether under special instructions wherever considered necessary in the interest of safety.

S.R. 4.48/1 : Permission to be in writing:- the Guard must give his permission in writing.

- 4.49 Starting and stopping of train:-** The Loco Pilot shall start and stop his train carefully and without a jerk.

- 4.50 Sounding of engine whistle:-**

- (1) Except under special instructions, the Loco Pilot shall always sound the whistle of the engine according to the prescribed code of whistle-
 - (a) before putting an engine in motion;
 - (b) when entering a tunnel; and

- (c) at such other times and places as may be prescribed by special instructions.
- (2) Engine whistle code shall be prescribed under special instructions.

S.R. 4.50/1

- (a) The engine whistle should be sounded at whistle board (W/L) onwards, provided near manned and unmanned level crossing, till the engine has passed the level crossing.
- (b) An additional repeater whistle board (R W/L) has been provided between W/L board and unmanned level crossing. The engine whistle should be sounded continuously from this board till the engine passes the unmanned level crossing.
- For (a) & (b) above, whistle should be sounded as prescribed below in SR 4.50/3, till engine passed the level crossing.

S.R. 4.50/2 In case of an electric locomotive and Diesel locomotive provided with both ends cabs, if the whistle/horn of the driving cab fails, the Loco Pilot should send the Assistant Loco Pilot to the rear cab to blow the whistle/horn.

S.R. 4.50/3 : The following whistle code shall be given by Loco Pilots for the purposes indicated:-

S. No.	Indication Before starting	Whistle Code
1. (a)	(i) Indication to Loco Pilot assisting banking engine that the Loco Pilot of leading engine is ready to start.	0
	(ii) Acknowledgement by the Loco Pilot of Assisting/banking engine to leading engine.	0
	(iii) Engine ready to leave loco yard or after completing loco work	0
	(iv) Engine ready to go to loco yard.	0
	(b) On run	
	(i) Assistance of other engine not required	0
	(ii) Acknowledgement of Loco Pilot of assisting/banking engine that assistance stopped	0
2.	(a) Call for guard's signal	00
	(b) Signals not exchanged by Guard	00
	(c) Signals not exchanged by station staff	00
3.	(a) Guard to release brakes	0
	(b) Before starting engine or a train from station/Mid section	0
	(c) Main line clear after backing into siding.	0
4.	(a) Guard to apply brakes	000
	(b) Train is out of control, guard to assist.	000

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5.	(a) Train cannot proceed on account of accident, failure, obstruction, or other exceptional cause.	0000
	(b) Protect train in rear	0000
6.	<i>Call for guard to come to engine.</i>	- -00 (A/S-188)
7.	(a) Token not received	0-0
	(b) Token missed.	0-0
	(c) with wrong authority to proceed	0-0
	(d) Passing stop signal at „ON" on proper authority	0-0
8.	(a) Before starting Vacuum/Air Pressure recreated on Ghat section, remove sprages.	-
	(b) Passing an automatic stop signal or a permissive stop signal in the Automatic Block signalling territory at „ON"	-
	(c) Passing an Intermediate Block stop signal at „ON" when the telephone provided on the signal post is out of order and the Loco Pilot is thus unable to contact the station in rear	-
	(d) On run Acknowledgement of Guard's signal	-
3.	(a) (i) Approaching and passing through level crossing	----- (Intermittent)
	(ii) In case the visibility is restricted while approaching at level crossing the intermittent whistling may continue till the loco pilot passes the level crossing	- (Continuous)
	Note: The number of long whistles sounded intermittently would depend on the judgment of the Loco Pilot based on actual conditions prevailing on the approach of the level crossing viz. road traffic, tress passers trying to across the level crossing in the face of an approaching train till the time hhe (loco Pilot) passes the level crossing.	
	At manned level crossing gate while approaching and	-----
	(iii) passing through level crossing	(Intermittent)
	In case the visibility is restricted while approaching a manned level crossing the whistling may continue till the Loco Pilot passes the level crossing.	- (Continuous)
	At unmanned level crossing intermittent whistling () from W/L board up to R W/L board (repeater whistle board); continuous whistling (-) from R W/L board to approaching and passing the level crossing.	----- (Intermittent) - (Continuous)
	(b) Tunnel or Area of restricted visibility or curves or cutting or Site of accident or when in consequence of fog, storm or any other reason the view of signals is obstructed	- (Continuous)
	(c) Recall Railway servant protecting train in rear	- (Continuous)
	(d) Material train ready to leave	- (Continuous)
	(e) Running through a station	- (Continuous)
	(f) Approaching a stop signal at 'ON'	- (Continuous)
	(g) Detained at a stop signal	- (Continuous)

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10. (a)	Train parting	-0-0
(b)	Train arriving incomplete	-0-0
11. (a)	Alarm Chain pulled	00-
(b)	Insufficient vacuum/air pressure in engine	00-
(c)	Guard applies Vacuum/Air brake	00-
(d)	Inter communication apparatus used	00-
12.	Raise pantograph to be acknowledged by the other engine	- -
13.	Lower pantograph to be acknowledged by the other engine	-0-
14. (a)	Signal arm lowered but light extinguished	-00
(b)	Signal arm improperly/insufficiently taken „off“	-00
(c)	Defective signal	-00
15.	Fouling mark not cleared	- - -
16. (a)	Apprehension of danger	00000000000 (Frequently)
(b)	Danger signal to the Loco Pilot of an approaching train whose path is fouled or obstructed for any reason.	00000000000 (Frequently)
(c)	While working on a single line section during total failure of communications or when single line working is introduced on a double line section.	00000000000 (Frequently)
(d)	Moving in wrong direction on a double line or against the signalled direction in the automatic Block signalling territory or against the established direction in the Automatic Block signalling territory on single line	00000000000 (Frequently)

Note : The signals above are illustrated by "0" for a short whistle and ' _____ ' for a long whistle.

4.51 Bell signals between Loco Pilot and Guard:- When bell communication is provided between the Loco Pilot and the Guard of the train, bell signal code, as may be prescribed by special instructions, shall be used.

4.52 Throwing out water, fire or cinders:- A Loco Pilot or Asstt. Loco pilot shall not throw out water, fire or cinders, when passing through a station yard or tunnel, or when on a bridge.

S.R. 4.52/1 : Ash pan shall never be cleaned out except on the ash-pits provided for the purpose. If a Loco Pilot finds it necessary to clean his ash pan on a siding where there is no ash-pit, the ashes must immediately be thoroughly damped and levelled off to rail level. Ashes must never be raked out on wooden sleepers.

4.53 Hose or water crane:- After taking water from a tank or water column, the Loco Pilot shall see that the hose or arm is left clear of the line and, when it is provided with fastenings, properly secured.