



## South Central Railway

Office of the DRM/T/SC.  
Secunderabad Division.  
Sanchalan Bhavan.  
Secunderabad.

No: C/T/187/SC/2025/ 07.

Date: 24-06-2025.

### OPERATING SAFETY CIRCULAR No: 07/25.

#### SMRs, CHC, SMs and TMRs.

Sub: - Guidelines for operation of Long haul trains - reg.

- Ref:- (1) Railway Board letter No 2022/TT-1/27/1 of date 04-08-23.  
(2) Letter No M.320/C&W/Tr. Exam/256 of 07-date 07-08-23.  
(3) Railway Board letter No 2024/TT-1/27/2 of date 19-03-24.  
(4) Letter No M.274/C&W/Container/253 of date 20-03-24.

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It was observed that long-haul trains are getting delayed due to several reasons and the instructions incorporated in the JPO are not being followed correctly. Hence, it is reiterated the instructions incorporated in JPO shall be followed by the field staff without any deviation.

  
(B. Sudheer Kumar)  
DOM/Gen/SC.

#### Copy to:

- ADRM/O/SC for kind information please.
- Sr. DOM/SC for kind information please.
- Sr. DSO/SC for kind information please.
- All DOMs and AOs for information.
- CHC/SC for awareness and obtain assurance from all the controllers.
- All TIs, SMRs, TMR counselors for counseling, obtain assurance from the staff and strict compliance.

*"Ensure Safety always and in all ways"*

SOUTH CENTRAL RAILWAY

Headquarters Office,  
Mechanical Branch,  
Rail Nilayam,  
Secunderabad

No.M.274/C&W/Container/253

Dt:20.3.2024

Sr.DME/Co-ord/SC

Sr.DME/C&W/GTL

Sr.DME/HYB, BZA, NED & GNT

Sub: Long Haul operation of two empty rakes and BLC rakes (both loaded and empty) with middle loco de-energized and only as piped vehicle.

Ref: Railway Board letter no.2024/TT-1/27/2 dt:19.3.2024.

A copy of Railway Board letter further to earlier guidelines issued vide references quoted therein, advising for operation of long hauls on trial basis for a period of 6 months as per the following instructions is herewith enclosed.

- A. Two empty rakes and BLC rakes may be run as long haul with middle loco as de-energised (as a piped vehicle) and without deployment of any LP/ALP in to save crew.
- B. Where multiple tracks are available, DFC and zonal Railways may also run long haul without any intermediate loco but with right powering.

It is advised that the instructions/guidelines given by Railway may be scrupulously followed.

Encl: As above

Digitally Signed by Raman  
Kumar Singhal  
Date: 20-03-2024 13:27:52  
Reason: Approved

CRSE/Freight

भारत सरकार/GOVERNMENT OF INDIA  
रेल मंत्रालय/MINISTRY OF RAILWAYS  
(रेलवे बोर्ड/RAILWAY BOARD)

No.2024/TT-1/27/2

New Delhi, dated 19.03.2024

General Managers,  
All Zonal Railways.

**Sub: Long Haul operation of two empty rakes and BLC rakes (both loaded and empty) with middle loco de-energized and only as piped vehicle**


- Ref: 1) WCR's letter No. WCR/JBP/T-301 dated 09.02.2024  
2) Railway Board's instruction No. 2022/TT-1/27/11 dated 04.08.2023  
3) RB's letter No.2014/TT-1/27/3 dtd 05.03.2014  
4) JPO no. 2009/M(N)/951/8 dt 03.03.2011  
5) RB's letter no. 2016/Mobility/4/1 dt 16.12.2016


JPO for running long-hauls was first issued in March 2011 and subsequent guidelines were issued in August 2023, vide letters under ref(4) & (2) above. Further, in cases of power or crew shortages, Zonal Railways, may consider running the following trains, on trial basis for 6 months, on the guidelines given below :

- Two empty rakes and BLC rakes may be run as long haul with middle loco as de energized (as a piped vehicle) and without deployment of any LP/ALP in it to save crew.
- Where multiple tracks are available, DFC and Zonal Railways may also run long haul without any intermediate loco but with Right Powering.

The following guidelines may be ensured :

- Despite earlier instructions, Special T/G boards, wherever not provided in the sections for Long Haul run, must be provided urgently. In case special T/G boards have not been provided or otherwise, the Train Manager of the trailing train shall check and confirm about clearance of last trailing points through walkie-talkie to the LP of the train.
- If the walkie-talkie communication fails during the run, the long-haul movement will be terminated at the next station. Long haul train shall not be operated during communication failure.
- NWR & WCR are advised to procure Walkie-Talkie of sufficient range (1.5-2 km) for use in Long-haul operation in next 3 months, to ensure reliable communication. The feedback shall be shared with Board.

  
19/3/24

  
19.3.24.


4. Zonal Railways should ensure that in all combinations of long haul, the leading loco should preferably be a multi loco or a WAG12 or a WAG9 loco for faster BP charging and brake release in rear portion.
5. LPs/ALPs should be counselled to give sufficient time for re-charging the cylinders. However, in case of brake binding, to expedite clearance, LPs/ALPs should release the front portion of the train and Guards release rear portion of the train.
6. LP/ALP shall be advised to look back to the best of their abilities. This duty is general in nature. LP/ALP shall be advised to look back only when they are not otherwise engaged.
7. Guidelines for dead movement may be strictly followed for middle loco, as prescribed in of RDSO's IB - MP IB BK 01.06.05 rev 0.02 dt May 2006.
8. Asset Failures or punctuality losses on account of such long haul shall be booked on "miscellaneous" and "incidence account" respectively as per clause 8.3 and 8.4 of ref(2).
9. A monthly report on operation of long hauls shall be sent to Board as already advised in para 8.5 of ref(2).

DA: As above.



19/3/24

(Tushar Saraswat)  
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19.3.24

Vikash Anand  
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Copy to- AM/Tele for information with respect to Note no. 2021/TT-1/76/Misc/1 dtd 1.3.24



**SOUTH CENTRAL RAILWAY**  
Headquarters Office  
Mechanical Branch  
Rail Nilayam - Secunderabad.



No.M.320/C&W/Tr.Exam/256

Date: 07.08.2023

**Sr.DME/Co-ord/SC**  
**Sr.DME/C&W/BZA, GTL, HYB, GNT & NED**

Sub: Guidelines for operation of 'Long haul trains'- two freight trains amalgamated into one train – including the long-haul trains formed at non-TXR locations without involvement of TXR staff.

Ref: Railway Board letter no.2022/TT-1/27/1 dated 04.08.2023.

A copy of Railway Board letter furnishing guidelines for operation of 'Long haul trains'- two freight trains amalgamated into one train – including the long-haul trains formed at non-TXR locations without involvement of TXR staff is herewith enclosed for information and necessary compliance.

Encl: As above

Digitally Signed by S  
Jayachandra Naik  
Date: 07-08-2023 14:28:08  
**Dy.CME/C&W/HQ**  
Reason: Approved  
**for CRSE/Freight**

भारत सरकार/GOVERNMENT OF INDIA  
रेल मंत्रालय/MINISTRY OF RAILWAYS  
(रेलवे बोर्ड/RAILWAY BOARD)

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No.2022/TT-1/27/1

New Delhi, Dated: 04.08.2023

General Managers,  
All Zonal Railways

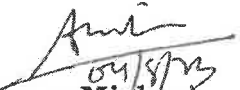
Managing Director  
DFCCIL

**Sub: Guidelines for operation of 'Long haul trains'-two freight trains amalgamated into one train -including the long-haul trains formed at non-TXR locations without involvement of TXR staff.**

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The guidelines for operation of 'Long haul trains' (two freight trains amalgamated into one train) including the long-haul trains formed at non-TXR locations without involvement of TXR staff are hereby issued, which are placed at Annexure-I.

This has been issued in consultation with Mechanical & Traction Dte. of Railway Board and with the approval of Board (M(O&BD) and M/TRS).

  
(Avinash Kumar Mishra)  
ED/Coal  
Railway Board

DA: As above.

**Copy to:**

Sr.PPS to CRB & CEO- for kind information of CRB

PSO to M/T&RS- for kind information of M/T&RS

Sr.PPS to M/O&BD- for kind information of M/O&BD

PSO to MI- for kind information of MI

PSO to DG/Safety for kind information of DG/Safety

DG/RDSO- for kind information and conducting necessary trials for loaded long haul trains at speed above 55 kmph.

**GUIDELINES FOR OPERATION OF 'LONG HAUL' TRAINS-TWO FREIGHT TRAINS  
AMALGAMATED INTO ONE TRAIN**  
**including the long-haul trains formed at non-TXR locations without involvement of TXR staff**

Following guidelines in connection with running of "Long Haul" trains (two freight trains amalgamated into one train) are hereby issued:-

1. **Nomenclature:** Long haul trains formed by amalgamation of two rakes being worked by locos controlled manually (without DPWCS) will be known as "PythonM Rakes" and locos being controlled through DPWCS will be known as "PythonW Rakes".

2. **Conditions for formation of Long Haul:**

- 2.1. Following combination of constituent trains may be permitted for forming a long haul train:

Front Load	Rear Load
Empty train	Empty train
Loaded train	Empty Train
Loaded	Loaded

- 2.2. Long haul trains consisting of all types of stock (of any combination), except BTPN, BTPGLN and any other rolling stock carrying hazardous substance, can be formed.
    - 2.3. Freight trains having valid BPC at the time of formation shall only be utilized for formation of Long Haul trains. Responsibility of ensuring this will lie with the LP and TM for non-Train Examination points, where it has not been possible to depute train examining staff.
    - 2.4. When Long Haul is made by both the constituent trains having twin pipe in working condition, the long haul shall work in twin pipe mode only.
    - 2.5. However, the long haul of the one train having Single Pipe and another Twin pipe can also be formed. In this case, the long haul train shall be operated in single pipe mode only.
    - 2.6. In the trailing train, availability of Brake Van and availability of Train Manager, who should have Pressure Gauges (BP/FP), is mandatory.
    - 2.7. Pre-tested walkie-talkie sets of adequate power will be supplied to the LP and TM for reliable communication during run and to the train examining staff during the course of formation. In case of failure of walkie-talkie, communication should be established through proper whistle code.
    - 2.8. Required powering for working of long haul trains, as per working conditions of the respective Zonal Railways, shall be ensured.

- 2.9. For PythonM both the locomotives will have full complement of crew (LP & ALP). However, in case of PythonW, trailing loco (slave) can be manned only by the LP.

### **3. Formation of Long Haul**

- 3.1. Adequate safety precautions (like pinning of hand brakes of wagons, use of wedges, application of loco brakes, etc, as per extant instructions for single train) shall be taken during formation of Long haul trains, to prevent rolling down of trains. Special care shall be taken during formation of long haul trains on track stretches having gradients.
- 3.2. Long-haul formation at TXR locations should have proper pathway and lighting arrangements for facilitating proper examination of the constituent trains from both the sides. If such facilities are not available, same to be developed on top priority.
- 3.3. Normally, long haul shall be formed at the Train Examination points and after formation, a cover BPC shall be issued by the Train Examining staff mentioning BPC particular including originating brake power of the individual rakes and also brake pressure in the leading loco and the last vehicle. This BPC will be handed over to Loco Pilot of leading train. However, BPCs of two constituent trains will remain with respective Loco Pilots.
- 3.4. In case due to operational reasons, long hauls are required to be formed at non-Train Examination points, then following procedure shall be followed:
- 3.4.1. Reasonable efforts should be made to depute Train Examining Staff for forming long haul at non-Train Examination points and issue cover BPC.
- 3.4.2. However, in case it is not possible to depute Train Examining Staff, long haul can be formed by the LPs and TMs. In such a case, following shall be applicable:
- (a) Requirement of Cover BPC shall be dispensed with.
  - (b) GDR checking of the constituent trains shall be undertaken by the LPs & TMs, as being done after starting of the single train after every loading/unloading.
  - (c) Station staff shall undertake releasing of rakes.
- 3.5. After formation of long haul train, proper locking of CBC shall be ensured, for which following procedure shall be followed by the LP:
- 3.5.1. While starting the long haul train, the LP shall slowly move one vehicle ahead and shall apply SA9 for about 30 seconds. Thereafter, normal running of the train shall be commenced.

### **4. Speed of the Long Haul train**

- 4.1. Maximum speed of the Python trains (both M & W) will be restricted to lower of the maximum speed of the constituent trains in the section. However, maximum speed of loaded Long Haul trains shall be restricted to 55 kmph.



- 6.5. Backing of train in station yard should be avoided as far as possible. If backing is required, it shall be supervised by the authorized staff.
- 6.6. Relieving of crew (LPs, ALPs & TMs) of both trains shall be done in single stoppage as far as possible. The rear LP/ALP & TM shall position themselves in the proper place for change of crew.
- 6.7. If the walkie-talkie communication fails during run the long haul movement will be terminated at the next Station. Long haul train shall not be operated during communication failure.
- 6.8. TM of the leading train will travel in his brake van or the middle locomotive cab and TM of trailing train will remain in the brake van of trailing train.
- 6.9. The provisions of G&SR for normal train operations shall also be applied to running of Long Haul trains.

#### **7. Crew Training:**

- 7.1. For running of long haul trains Crew (LPs, ALPs & TMs) will be imparted one day familiarization on running of long haul trains by a team of supervisors/officers from operation, freight maintenance and traction.
- 7.2. Long Haul Fitness Training should be made a part of the Loco Pilot/ TM Refresher curriculum.
- 7.3. Similarly station staff of the section having long haul train operation will also be counselled & sensitized on long haul operation.

#### **8. Abnormality in Working:**

- 8.1. Any abnormality faced during running of long haul like: Breakage of CBC parts, damage to wagons, etc. due to excessive pulling force or pushing force shall be thoroughly investigated and reported to all concerned.
- 8.2. Long haul should be displayed in FOIS and COA with separate indication so that section controllers can suitably monitor the same.
- 8.3. Such asset failures shall be booked on "miscellaneous" accounts.
- 8.4. Punctuality losses on account of Long haul shall be booked on "incident account".

- 4.2. If any of the constituent trains is having >50% wagons with BMBS, speed shall be governed by the speed restrictions issued by the respective ZR/DFC/Division, in accordance with JPO issued by Board vide letter no. 2022/M(N)/60/3 (E-3387858) dated 17.01.2023.

#### 5. Locomotives:

- 5.1. Powering, BP creation and Braking from leading and trailing locos shall be as under:

	BP creation	Powering	Braking	Emergency braking
<u>Leading Loco (s)</u>	Yes	Yes	Yes	Yes
<u>Trailing Loco (s)</u>	No*	Yes / No#	No	Yes

\* This should be ensured by cutting off C-2 Relay valve on the Middle unit manually. C-2 Relay valve setting should be restored at the time of separation of two constituent trains so that the rear train gets charged in a normal manner.

# May be selected on the basis of load hauled.

- 5.2. In case of loaded-loaded combination, the leading locomotive should preferably be a multiple locomotive. However, single WAG9 series locomotive can also be deployed as leading locomotive of the loaded-loaded long haul.

- 5.3. Leading loco (s) will work the train and trailing loco (s) will be just a piped vehicle that can provide additional power, as and when required. For avoidance of doubt, it is mentioned that trailing Loco (s) are not permitted to charge the brake pipe.

#### 6. Running of Long Haul Train :

- 6.1. Before starting the train, it should be ensured that BP in the leading loco is 5 Kg/cm<sup>2</sup> and in brake van of trailing train 4.7 kg/cm<sup>2</sup>.
- 6.2. During run, after every application of train brakes, train shall not be started before ensuring availability of Brake pipe pressure in the leading loco of 5.0 kg/cm<sup>2</sup> and in the brake van of trailing train 4.7 kg/cm<sup>2</sup>, to be confirmed by the Train Manager to the Loco Pilot on the Walkie-talkie.
- 6.3. Both sets of crew to be issued caution order.
- 6.4. Identified sections for Long Haul run will be provided additional, special T/G board for long haul trains. However, in case special T/G boards have not yet been provided, then Train Manager of the trailing train shall check and confirm about clearance of last trailing points through walkie-talkie to the LP of the leading train.

- 8.5. A summary of all such failures and investigation done shall be sent to PED/TT/M, PED/EE/RS and EDME/Freight by PCOM of the ZRs, duly signed by PCME & PCEE, and GM/Mech/DFC and GM/Op/DFC on monthly basis.
9. All efforts to be made to proliferate working of long haul with locos being controlled through DPWCS.

These guidelines shall remain valid, till superseded by any revised instructions, as and when issued by Board.

In case any serious issues are faced in working of long haul trains, it should be immediately brought to the notice of Board by the General Manager of the concerned railway for necessary course correction in the matter.

All concerned to note and act accordingly.

*These guidelines are being issued with the approval of Board (M/T&RS and M/O&BD)*

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A handwritten signature in dark ink, appearing to be 'A. S.', with a long horizontal stroke extending to the right.