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).

04/8/23

(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.

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Annexure-I

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.

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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.

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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
Leading Loco (s)	Yes	Yes	Yes	Yes
Trailing Loco (s)	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^2 and in brake van of trailing train 4.7 kg/cm^2.

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^2 and in the brake van of trailing train 4.7 kg/ cm^2, 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.

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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".

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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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