

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

**No. 82/W3/Tele/TN/10**

**New Delhi, dated 21.04.2004**

**General Managers,  
All Indian Railways.  
MTP/Kolkata.**

**Director General/ RDSO/Lucknow  
Directors/Central Training Institutes**

**Managing Director,  
Konkan Railway Corporation.**

**Sub: Standardisation of Brake Van equipment for coaching trains  
– Portable Control Telephones.**

**Ref: Board's letter nos. (i) 98/70(A&R)/90/21 dated 28.2.2000  
(ii) 99/Tele/AR/4 dated 8.1.2001  
(iii) 99/Tele/AR/4 dated 9.1.2001.**

Railway Board vide letter under reference- (i) above had issued directives on the subject matter wherein two (2) nos. of Portable Control Telephones one each for electrified and non-electrified territory were included as Brake Van equipment for coaching trains.

2. Further, Board vide letter under reference- (iii) above had also issued directives for initiating action for procurement/provision of integrated 4-wire/2-wire Portable Control Telephone to Specification no. IRS TC: 75/99 for progressively equipping trains running in both RE and non-RE territory with these sets.

3. Subsequent to issue of these directives, RDSO have developed Light Weight integrated 4-wire/2-wire Portable Control Telephone to Specification No. IRS TC: 78/2000.

4. In partial modification to Railway Board's letter under ref: (i) above and with concurrence of Safety Directorate of Ministry of Railways, it has been decided that Brake Van should now be equipped with one (1) no. Light Weight 2-Wire/4-Wire Integrated Portable Control Telephone to IRS TC: 78/2000, instead of two numbers of Portable Control Telephones, mentioned therein.

5. Further, as a step towards ensuring running of all coaching trains with guards equipped with PCP sets, it has been decided that the Light Weight Portable Control Telephone (LWPCT) (IRS TC: 78/2000) be handed over to the guards along with the 5- watt Walkie Talkie sets while signing-on for duty. These Light Weight Portable Control Telephones will be deposited / handed back by the guards while signing-off duty. Necessary logistics may be set up by the Railways for ensuring proper handing over/taking over of these PCP sets, to/from the Guards of all coaching trains.

6. The pole required for Overhead Alignment territory should be loaded/unloaded on end to end basis in all the SLR's/Brake vans and handled by various departments on the Divisions as per the practice already being followed on the Railways.

7. A copy of all the above-referred directives is being enclosed for ready reference.

8. Necessary action may be taken accordingly, under advice to this office.

**DA/- As above**

**(Yog Raj)**  
**Director/Tele,**  
**Railway Board**

**Government of India  
Ministry of Railways  
(Railway Board)**

No. 98/Safety(A&R)/19/21

New Delhi, dt. 28.2.2000.

**The General Managers/OSDs  
All Indian Railways  
Railway Electrification, Allahabad.  
Konkan Railway Corporation, Navi Mumbai.**

**Sub:- Standardization of Brake Van Equipment for Coaching Trains.**

Consequent to the recommendations of the Commissioners of Railway safety on various Railway accidents on the subject matter the Board has reviewed and decided the following complement of Brake Van equipments for Coaching trains:-

<b>Item</b>	<b>No.</b>	<b>Maintained/Supplied by</b>
Portable Control Phone	2*	Jr. Eng.(Tele
Portable Trains Lighting Equipment	1	Jr. Eng.(Elec.G)
Portable Fire Extinguisher	2	Jr. Eng.(C&W)
Wooden Wedges/Skids	2	Jr.Eng.(C&W)
Stretcher	1	SS/SM

- \*1. For Inter Railway trains, one each for electrified and non-electrified territory  
2. Either for electric or non-electric or both depending upon traction over which the train travels Van Equipments within the Zonal railway.

b) The following procedures will be followed for loading/unloading of these Brake Van equipments:-

- i) A proper arrangement in the form of closed cupboard would be provided in the SLR by Mechanical Department for keeping brake van equipments in locked condition.
- ii) Equipments would be loaded and run on end to end basis and will be kept in the cupboard provided in the brake van in locked condition by universal key.
- iii) No coaching train shall start without full compliment of brake van equipment.

- iv) In order to ensure safety of equipment and proper handing over and taking over the brake van equipments shall be loaded by respective staff shown to Guard at originating station and acknowledgement taken from him.
  - v) Each Guard while taking over charge enroute, will sign for intactness or otherwise, of Brake van equipments in relieved Guard's rough journal book.
  - vi) At the terminating station equipments shall be handed over by Guard to the staff of respective departments. At stations where staff of C&W and other departments are not available, the equipments will be handed over to authorized representative of SS/SM who will be responsible for its loading in return direction, taking acknowledgment from Guard.
  - vii) In case of any consumption enroute or any defect noticed during journey, it will be advised in writing to relieving Guard by the relieved Guard. At the terminal station, same shall be advised in writing to SS/SM representative of concerned Department will recoup the shortage. However, responsibility to ensure full complement of brake van equipment in working condition will lie with the primary maintenance depot. In case of any defect noticed en-route responsibility will be fixed up on supervisor who has supplied the equipment.
2. It is issued with the approval of Board MT, ML and MM.
  3. The instruction will be effective from 1<sup>st</sup> July 2000 in order to ensure arrangement of equipments and provision of cupboard in SLR.
  4. The instruction should be incorporated in Operating Manual and working time table should be brought to notice of all concerned for strict compliance. Receipt of the letter and compliance of instruction should be reported to Board.

**(H.D. Gujrati)**  
**Joint Director/Safety**  
**Railway Board.**

**Government of India  
Ministry of Railways  
(Railway Board)**

**No. 99/Tele/AR/4**

**New Delhi, dated 8.1.2001.**

**General Managers,  
All Indian Railways.**

**Sub:- Standardization of Brake Van Equipment for Coaching Trains –  
Portable Control Telephones.**

**Ref:- Letter No. 98/Safety(A&R)/19/21 dt. 28.2.2000.**

Instructions for standardization of Brake Van equipment for coaching trains were issued vide above referred letter. These have been reconsidered w.r.t. Portable Control Telephones and it has now been decided that: -

The existing practice being followed for loading/unloading for portable control Telephones by various departments on Divisions should continue i.e. status-quo should be maintained."

2. These instructions are issued with the approval of Board (MT&ML).
3. Receipt of the letter and compliance of these instructions should be reported to Board.

**(Yog Raj)  
Director/Tele**

**Government of India  
Ministry of Railways  
(Railway Board)**

No. 99/Tele/AR/4

New Delhi, dt. 9.1.2001.

**General Managers(S&T),  
All Indian Railways.**

**Sub:- Standardization of Brake Van Equipment for Coaching Trains -  
Portable Control Telephones.**

**Ref:- 1. Letter No. 98/Safety(A&R)/19/21 dt. 28.2.2000.  
2. Letter of even no. dt. 8.1.2001.**

Instructions for standardization of Brake Van equipment for Coaching trains were issued vide letter at ref.1. Board's (MT&ML) approval for continuation of the existing practice being followed for loading/unloading for portable control telephones by various departments i.e. status-quo to be maintained were issued vide letter under ref.2.

In this regard, the following may be noted:-

- a) Instructions issued vide letter No. 91/Tele/TN/14/RAEC/Pt. dt. 23.11.1992 regarding use of 6-pin flat type emergency socket to RDSO Specs No. IRS-TC-42 should be ensured. In sections where these instructions have not yet been implemented, action for implementing the same may be taken immediately without further delay.
  - b) Immediate action for procurement/provision of a 4 wire/2wire combined Portable Control Telephones along with pole to IRS-TC-75/99 should be taken for equipping trains running in both RE and non-RE territory.
  - c) Henceforth, only 4wire/2wire combined portable control telephones to IRS-TC-75/99 should be procured and it should be ensured that these telephones (combined type) along with pole are provided on all trains of Indian Railways respectively.
2. Action for items (a) and (b) should be initiated immediately and completed not later by 15.2.2001 under advice to this office.
  3. These instructions are issued with the approval of Board (ML).
  4. Receipt of the letter and compliance of instructions should be reported to Board.

**(Yog Raj)  
Director/Tele**