

## SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/03/2013

**Fly Leaf No. 03/2013**

### Attention .... LPs & ALPs

#### KNOW YOUR ROLE DURING UNUSUAL CIRCUMSTANCES

In the recent past it was reported / noticed that Loco Crew have failed to observe the correct procedures during unusual circumstances. In order to prevent such failures, following guidelines are once again re-iterated for the benefit of Loco Crew connecting various instructions published from G&SR, Accident Manual, JPOs, etc., from time to time.

UNUSUAL	ROLE OF LOCO CREW
<b>Flat Tyre (JPO)</b>	<ul style="list-style-type: none"><li>i. On detection / getting information of hammering sound, observe an SR of <b>30 KMPH</b> for clearing the section. On clearing the block section, TXR staff will examine, if available.</li><li>ii. If no TXR staff is available or is likely to take more time for TXR staff to come, the LP/Guard/ASM in consultation with SCOR decide <b>to detach the coach / wagon</b> and move the same by another train / loco as planned up to the next TXR examination point with an SR of <b>30 KMPH</b>.</li><li>iii. If TXR staff is available or came quickly, the 'flat tyre' shall be examined and certified. If the flatness is within the permissible limit, the train can proceed further at normal speed; and if flatness is beyond the permissible limit, the wagon has to be detached.</li></ul>
<b>Lurch experienced (SR 6.07)</b>	<ul style="list-style-type: none"><li>i. Stop the train at the FSS of next station without clearing block section.</li><li>ii. Inform the SM through any available means of communication not to permit any train into the block section.</li><li>iii. In case of IBS / Automatic Block territory, also inform the LP of following train which has followed your train through any means of communication to stop the train.</li><li>iv. Proceed further into the station only after satisfying that the SM has understood.</li><li>v. Prepare a written memo and deliver the same under acknowledgement from the SM.</li><li>vi. If light engine or full train is sent accompanied by Engineering Official with caution order, act according to the instructions of Engineering Official.</li><li>vii. If no Engineering Official is available, proceed into the block section with the train cautiously with an SR of <b>"stop dead and proceed at 10 KMPH"</b>, if the track is safe for further journey or to return back to the same station.</li></ul> <p><b>(The above instructions are issued as amendment to SR 6.07 subsequent to the accident of DN Punjab Mail in Northern Railway on 6.5.2012 at 0350 hours in which the entire train was sent into the block section with normal speed in spite of reporting the 'lurch' message by the LP of previous Goods train – CRS enquiry report)</b></p>
<b>Loco failure in section</b>	<ul style="list-style-type: none"><li>i. When the engine is disabled, give 4 short whistle and appraise the Guard.</li><li>ii. Arrange to protect the train as per GR 6.03 apart from putting on the engine flasher light.</li><li>iii. When the engine is disabled, the Guard shall ascertain from the LP whether it is necessary for a relief engine.</li></ul>

<p><b>(SR 6.05)</b></p>	<ul style="list-style-type: none"> <li>iv. If the LP expects that putting the engine in working order will take more than <b>5</b> minutes, request the Guard to arrange for a relief engine.</li> <li>v. Contact the SM / SCOR / TPC duly advising the location of loco and BV and ask for relief engine.</li> <li>vi. If unable to contact, depute, ALP / Guard / any other railway servant to proceed to the nearest station or send message through the crew of adjacent line train.</li> <li>vii. Once relief engine is asked for, even if the engine is fit to move subsequently, should not move unless you intimate the same and obtain an assurance from the SM to the effect that no relief engine or train has moved into the obstructed block section.</li> <li>viii. <b>If the engine of a passenger carrying train fails, the train shall not be divided.</b></li> </ul>
<p><b>Hot Axle / Seizure of Roller Bearing (SR 4.29)</b></p>	<ul style="list-style-type: none"> <li>i. If hot axle symptoms / seizure of roller bearing is noticed / reported in the block section, stop and examine.</li> <li>ii. Use your discretion with regard to speed to clear the block section.</li> <li>iii. SM of next station will receive the train on mainline, if possible or else make indirect reception in case of other lines.</li> <li>iv. After reaching the station, the stock will be examined by C&amp;W staff or by the LP and detach the stock, if considered unsafe.</li> </ul>
<p><b>Trackmen hit / injured (Para 410, 1102 of Accident Manual)</b></p>	<ul style="list-style-type: none"> <li>i. Continuously whistle while approaching the Engineering work sites and alert the staff.</li> <li>ii. If any person is injured on or near the track, render first-aid and arrange for medical help.</li> <li>iii. Inform the nearest SM.</li> <li>iv. Transport the injured to the nearest station.</li> <li>v. When the person is not alive, record all the possible evidences.</li> <li>vi. Note down the time, place, position of the body, details of blood stains, extent of injuries, approximate age, sex, any other evidence, etc.,</li> <li>vii. Leave the dead body under the charge of the Village Chowkidar or Lineman or Trackman or Gateman.</li> <li>viii. If none is available, remove the body and carry the body to the nearest gate lodge in the direction of the train movement, if available or upto the next station and hand over the body under a written memo.</li> </ul>
<p><b>Train parting (GR&amp;SR 6.08)</b></p>	<ul style="list-style-type: none"> <li>i. Once train parting take place, keep the front portion in motion till the rear portion comes to a stop.</li> <li>ii. On noticing any railway servant exhibiting green flag by day / white light by night as high and as low as possible vertically understand that they are informing about train parting.</li> <li>iii. After ensuring the stoppage of rear portion, stop the front portion and then in consultation of Guard couple up both the formations and clear the section after conducting continuity test.</li> <li>iv. If not able to couple up, divide the train.</li> </ul>
<p><b>Unable to haul the load /</b></p>	<ul style="list-style-type: none"> <li>i. Stop the train and give four short whistles.</li> <li>ii. Ask for relief engine or push back the train with prior permission of SM in rear.</li> <li>iii. If it is not feasible for the above, divide the train.</li> <li>iv. Do not cause scabbing or damage to rails by trying again and again to clear</li> </ul>

<p><b>Stalling (SR 6.09, WTT)</b></p>	<p>the load.</p> <ul style="list-style-type: none"> <li>v. Secure the formation before dividing.</li> <li>vi. During night / foggy weather, depute ALP to protect the train in rear.</li> <li>vii. Obtain T.609 from Guard containing details of first portion including LV number.</li> <li>viii. Stop at the Home signal of station ahead and give one long, one short, one long, one short whistle even though signal is in 'off'.</li> <li>ix. Hand over T.609 to the SM and jointly check the load and LV no. as written in the T.609.</li> <li>x. While returning back to clear the second portion, obtain the permission of SM on T.609 and enter the blocked block section with an SR of 25 KMPH.</li> <li>xi. On sighting the hand signal of Guard during day / night, stop, pick up the Guard and come onto the formation.</li> <li>xii. After coupling up to the second portion, give one long whistle and call back the ALP, if sent for protection in rear.</li> <li>xiii. Ensure air-continuity before starting.</li> <li>xiv. <b>If the train is running without Guard</b> – all the duties of Guard shall devolve on the LP and all other instructions remain same except that while returning to pick up the second portion, the authority will be T/A 602.</li> <li>xv. <b>Under no circumstances, the passenger carrying train shall be permitted to be divided.</b></li> </ul>
<p><b>Relief Engine requested (SR 6.02.6 &amp; 9.12.6)</b></p>	<ul style="list-style-type: none"> <li>i. T/A 602 is the printed authority given by the SM for sending relief engine into the obstructed / occupied block section.</li> <li>ii. Obtain T/C 912 in Automatic Block System.</li> <li>iii. Speed shall not exceed 15 / 10 KMPH in both the systems.</li> <li>iv. The location of disabled train loco and BV, nature of obstruction, the station to which the load is planned to be cleared, etc., shall be clearly written in the caution order portion of the authority.</li> <li>v. Proceed into the section keeping a sharp look out and be prepared to stop short of obstruction.</li> </ul>
<p><b>Signal failures + Block failures (GR&amp;SR 3.68 – 370, 3.73, 3.74, 3.75, 3.80, 3.81)</b></p>	<ul style="list-style-type: none"> <li>i. When reception stop signal is defective and pre-warning is given in the form of T.369 (1), observe PHS from the foot of the defective signal and proceed at a maximum speed of 15 KMPH.</li> <li>ii. If pre-warning is not given, stop at the FSS and be guided by the aspect of Calling-ON signal or get a PN from the SM by speaking through the Signal Post Telephone (SPT), if provided.</li> <li>iii. If Calling-ON or SPT is not provided, obtain T. 369 (3b) and observe PHS from the foot of the defective signal.</li> <li>iv. In all the above cases, the speed shall not exceed 15 KMPH.</li> <li>v. Intimate the Guard by giving engine whistle code short, long, short and/or by speaking through walkie-talkie.</li> <li>vi. Make entry in the CTR.</li> <li>vii. In case of departure signal failures, <b>no pre-warning is permitted.</b></li> <li>viii. <b>If Advanced Starter is defective</b> – obtain PLCT and enter into the block section (both in single line or double line).</li> <li>ix. <b>If Starter alone is defective</b> – obtain T. 369 (3b) + PHS from the foot of the Starter, if Calling-ON is not provided below Starter signal.</li> <li>x. <b>If Gate Stop signal is defective</b> – stop at the Gate signal for one minute / two minutes by day / night, give one long whistle and exchange signal with Guard, proceed further only, if Gateman is exhibiting PHS. In the absence of Gateman, stop again near the gate, depute ALP to close the gate, if it is already not closed, proceed past the gate, arrange to open the gate and</li> </ul>

	<p>inform the same to the SM of next station in writing <b>(in case of Automatic Block System do not exceed the speed of 10 KMPH upto the next Automatic Signal)</b>.</p> <p>xi. <b>If IBS is at 'ON'</b> – Stop at the signal, speak to the SM in rear through the phone attached to the signal and act according to his instructions. If unable to contact SM in rear, wait for 5 minutes and proceed with an SR of 15 / 8 KMPH after exchanging signal with Guard. Report the matter to the SM.</p>
<p><b>Stabling of load (SR 5.23)</b></p>	<p>i. If loco is also stabled along with the formation or light engine/s are stabled;</p> <p>ii. Apply A-9, SA-9, hand brake &amp; parking brake, secure the loco with wooden wedges / iron skids provided on the loco.</p> <p>iii. Before leaving the station / yard sign in the stabled load register.</p> <p>iv. Obtain a written memo from SM if required to leave the loco unmanned.</p>
<p><b>Wrongly set points (SR 3.77)</b></p>	<p>i. Whenever, a train trails through wrongly set points, stop the train.</p> <p>ii. Contact the Guard and SM and then proceed onward only if you are satisfied for safe passage without any accident.</p> <p>iii. <b>Under any circumstances the train should not be backed.</b></p>
<p><b>Train protection (GR&amp;SR 6.03, 9.10 &amp; 6.02)</b></p>	<p>i. When train stopped due to accident, failure, obstruction or other exceptional causes due to which the train cannot proceed further; give four short whistles / inform the Guard on walkie-talkie or other means.</p> <p>ii. Switch 'on' the engine flasher light.</p> <p>iii. Exhibit stop hand signal.</p> <p>iv. Shout and alert the crew of adjacent line train about the accident.</p> <p>v. Depute ALP for protection with detonators &amp; hand signals.</p> <p>vi. Ensure ALP protects first the adjacent line on double line.</p> <p>vii. Ensure the detonators are placed one at 600m-one &amp; three at 1200m except during total interruption of communications in which case one detonator at 250m and two detonators at 500m.</p>
<p><b>Fire (SR 6.10)</b></p>	<p>i. Stop the train and secure the formation.</p> <p>ii. LP shall switch 'on' engine flasher, exhibit danger and warn the approaching train, if any on walkie-talkie.</p> <p>iii. Depute ALP with fire extinguishers to extinguish the fire.</p> <p>iv. Guard shall ensure the LV board / tail lamp and proceed with fire extinguishers to extinguish the fire.</p> <p>v. Save the lives of passengers.</p> <p>vi. Uncouple the coach / wagon which caught fire and isolate the same to minimise the damages.</p>
<p><b>Foggy weather precautions (SR 3.61.9)</b></p>	<p>i. When LP finds the visibility is impaired due to fog in Absolute Block System, he shall regulate the speed of the train and ensure the speed does not exceed 60 KMPH.</p> <p>ii. In case of Automatic Block System;</p> <ul style="list-style-type: none"> <li>• 60 KMPH, if the Automatic Stop Signal is in 'green', 30 KMPH, if the signal is 'double yellow' and restricted speed if the signal is 'yellow'.</li> </ul>

**CHIEF SAFETY OFFICER  
SAFETY ORGANISATION**