

## **SOUTH CENTRAL RAILWAY**

Safety.387/Fly Leaf/2/2015

### **Fly Leaf No. 02/2015**

## **Attention.....**

### **Operating, Mechanical, Electrical & P. Way Staff**

#### **KNOW EVERYTHING ABOUT WHAT PRECAUTIONS TO BE TAKEN WHEN**

#### **‘LURCH / JERK / ANY OTHER UNUSUAL EXPERIENCED IN THE SECTION**

**(Reference SR 6.07)**

Of late number of incidences of loco crew experiencing ‘lurch’ / ‘jerk’ / ‘unusual’ on run have taken place on our system; and the analysis made on the incidences have revealed that LPs, Engineering Officials & Operating Staff have not followed the prescribed rule provisions quoted under SR 6.07. In order to bring awareness amongst the field staff in adhering to the rule provisions, following instructions are once again re-iterated.

#### **1.0 Role of LP:**

- I. On single line or on Double line between two stations where there is no IB or between IB Signal and station ahead:**
  - a) If you have experienced any jerk / lurch / abnormal condition on the track, stop your train before the Home Signal of station ahead.**
  - b) Inform the ASM of the station ahead by walkie-talkie / CUG / other means of communication about the problem and not to permit any other train into the affected block section.**
  - c) Satisfy yourself that the ASM has fully understood.**
  - d) Clear the block section and again stop the train.**
  - e) After stopping, prepare a written memo to this effect and hand over the same to ASM under clear acknowledgement.**
- II. On DL between station and IB Signal ahead:**
  - a) In case the unusual is experienced before IB Signal, stop at the IB Signal even if it is in ‘off’ position.**
  - b) Talk to the SM in rear through the telephone attached to the IB Signal and appraise the situation.**

- c) If unable to talk to SM in rear, use other communication such as EC Socket or CUG and try to contact Control or SM.**
- d) Proceed further only after satisfying yourself that the ASM in rear / Control have fully understood.**

### **III. In case of Automatic Block Territory:**

- a) In Automatic Block Territory, alert the trains crew following your train through available means of communication i.e., walkie-talkie.**
- b) Contact Control / SMs of either side through CUG or through EC Socket.**
- c) If unable to contact, it is desirable not to proceed further so that the rear Automatic Stop Signal will be at 'danger' which will certainly control the normal movement of the following train.**

### **IV. Role of subsequent LPs entering into the affected block section:**

- a) Subsequent train LP who is entering into the affected block section on caution order shall 'stop dead' his train at the location and proceed further at a max. speed of 10 KMPH, if he notices nothing unsafe for the train.**
- b) In case, the LP finds that it is unsafe to proceed further, he can come back to the same station from where he started duly observing all precautions as given under SR 4.12 (Engine Pushing).**
- c) If the train clears safely into the next block section, subsequent train LPs shall pass the affected section at an SR of max. 10 KMPH.**

### **V. Role of LPs on double / multiple lines when any other unsafe condition on or near the track adjacent to the line over which his train has passed and is detrimental to safe train running:**

- a) Switch 'on' the engine flasher light.**
- b) Inform the SM / Control through available means of communication.**
- c) Protect the adjacent line as per GR 6.03 by placing one detonator at 600m, 3 detonators (10m apart) at 1200m from the point of obstruction.**
- d) Proceed further towards station ahead keeping the flasher light in 'on' position.**
- e) Be prepared to stop any incoming approaching train.**
- f) On arrival at the station ahead, inform the SM in writing.**

## **2.0 Role of SM**

### **I. Station in advance:**

- a) Do not close the block section when once the LP reported about 'lurch / jerk / unusual'.
- b) Intimate the adjacent SM, SSE/SE/JE-P.Way, SCOR, ADEN/DEN, DOM.
- c) On single line arrange to despatch light engine or any self-propelled vehicle like Tower Car/TTM/Maintenance Machine or complete train accompanied by Engineering Official with a caution order.
- d) Once, the Engineering Official certifies track with or without speed restriction, subsequent trains can be dealt accordingly.
- e) If no Engineering Official is available, allow the train to proceed into the section with a caution order advising the LP to stop dead and proceed at 10 KMPH or to come back if the track is found unsafe by the LP.
- f) Once the train clears into the next block station, subsequent trains are issued with a caution order of SR 10 KMPH.

### **II. Station in rear:**

- a) On double line arrange to despatch light engine or any self-propelled vehicle like Tower Car / TTM / Maintenance Machine or complete train accompanied by Engineering Official with a caution order.
- b) Once, the Engineering Official certifies track with or without speed restriction, subsequent trains can be dealt accordingly.
- c) If no Engineering Official is available, allow the train to proceed into the section with a caution order advising the LP to stop dead and proceed at 10 KMPH or to come back if the track is found unsafe by the LP.
- d) Once the train clears into the next block station, subsequent trains are issued with a caution order of SR 10 KMPH.

## **3.0 Role of Guard:**

1. If the Guard experiences any abnormal occurrence, he shall intimate the same to LP through walkie-talkie / through CUG to ALP.

2. If the Guard could not contact the LP / ALP, shall take action to stop the train by smart application of Guard's emergency brakes.
3. After stopping the train, intimate the LP.

**CHIEF SAFETY OFFICER  
SAFETY ORGANISATION  
SOUTH CENTRAL RAILWAY**