

WESTERN RAILWAY

Headquarter Office,
Churchgate, Mumbai-20

No.T .202/5/6(R)

Date :30/3/2010

DRMs BCT BRC ADI RTM RJT BVP
Advisor Safety Railway Board, New Delhi
Principal Railway Staff College Vadodara
Principal, Zonal Railway Training Institute Udaipur.
Principal, Zonal Electric Training Centre Vadodara.
Principal, Diesel Training Centre RTM/VTA
Principal, Signal & Telecom. Training Centre Sabarmati
Instructor-in-charge, Area Training School (Traffic) PL.
BL BRC UJN ATC SBI RJT JND
C/-CRS (Western Circle) CCG.
C/- CSO PCE CEE CME CSTE CSC CAO(C) CCM CPO FA&CAO
C/- CPM ADI CPM(RE) ST.
C/- PS/COM.
C/- Sr.DOMs- BCT BRC ADI RTM RJT BVP for notification to all concerned .

Sub : G&SR- Chapter –VI – ACCIDENTS AND UNUSUAL OCCURRENCES

An Advance Copy of Amendment Slip No.16 to the above mentioned chapter is reproduced below. This amendment should be brought into force with immediate effect, by notification to all concerned.

This has the approval of 'Authorized Officer'.

The Amendment Slip No. 16, March 2010 to the G&SR- 2008 edition, is given below:

Substitute the following in place of existing para of SR 6.07 at pages 236 & 237.

- SR 6.07 (1) In the event of the Loco pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train has passed is detrimental for safe running of subsequent trains will take action as under:-
- (a) Stop his train at next block station without clearing the block section and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS and automatic block territories, the Loco pilot must inform the station master and Loco pilot of trains already left station in rear through available means of communications to stop movement of trains;

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- (b) proceed further, only after satisfying himself that Station Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master from the Loco pilot. He will then again stop at the station at a convenient place so as to deliver the written memo to the Station Master ;
- (c) the Station Masters on receipt of such a memo must issue a message addressed to the Station Master of the block station at the other end of the block section, and Junior Engineer/Section Engineer (P.Way), Assistant Engineer, Divisional Engineer, Chief Controller and Divisional Operations Manager ;
- (d) arrange to dispatch by rail maintenance machine/tower wagon/light engine or in their absence a train accompanied by an engineering official with a caution order to the effect to stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. Advise the condition of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco pilot.
- (e) in the absence of engineering officials the train with a caution order instructing the Loco pilot to stop dead before the affected kilometers and after satisfying himself about the condition of track pass over the track in question at 10 kilometers per hour or if he finds the line unsafe to pass, return to station in rear. If the Loco pilot is not able to detect any thing doubtful, subsequent trains shall be dispatched with a speed restriction of 10 kilometers per hour till the track is certified to be safe by engineering officials.
- (f) if the condition as reported earlier is confirmed by the Loco pilot, no train movement shall be allowed till certified to be safe by engineering officials;

Note: In case the Guard of the train experiences any abnormal occurrence in the track while working his train, he must inform the Loco pilot of his train through walkie-talkie or other available means of communication between the Loco pilot and the Guard about the occurrence, after which the Loco pilot shall take action as mentioned in SR 6.07(1) (a). In the event of Guard unable to contact the Loco pilot, he should take action to stop the train and inform the Loco pilot.

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SR 6.07 (2) As soon as information of sabotage or likely sabotage, bomb blast explosion etc. to the track, bridges or other fixed installation is received, the Station Master who becomes aware of it, will stop movement of trains in the affected block section as well as on adjacent lines on double/multiple line section and will take action as per SR 6.07 (1) (d) in consultation with the Section Controller except that only rail maintenance machine/tower wagon/light engine shall be sent to ascertain for the line to be safe for the movement of the train.

SR 6.07 (3) In the event of the Loco pilot and/or Guard experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running, will take the following remedial action:-

- (a) immediately switch on the flasher light of his loco;
- (b) inform the Station Master(s) concerned/control through the available means of communication, and concurrently;
- (c) stop his train and proceed with danger hand signals to protect the line in question in terms of GR 3.62;
- (d) thereafter, he will continue journey to the next station cautiously keeping flasher light on; and
- (e) be prepared to stop any incoming train approaching on the affected by communicating on walkie- talkie or other available means of communication and exhibiting danger hand signal;
- (f) on arrival at the next station he shall inform the Station Master through a written memo about the occurrence;
- (g) on receipt of such information the Station Master must take action as per SR 6.07(1) (c) to (f).

For COM-CCG