

WESTERN RAILWAY

Headquarter Office,
Churchgate, Mumbai-20

No.T .202/5/4(R)

Date :1/4/2010

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 –IV – Working of Trains Generally.

An Advance Copy of Amendment Slip No.17 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. 17, March 2010 to the G&SR- 2008 edition, is given below:

Substitute the following in place of existing para of SR 4.17(2)(A) at page 135 & SR 4.29 (1) at page 154.

SR 4.17(2)(A) The Station Master shall show a 'proceed' hand signal to a running through train standing in front of the station building, if all is right for the train to proceed to next block station, otherwise he shall show 'Danger' signal or other prescribed indication. A competent railway servant of Operating department in uniform shall be deputed to watch the running through train from 'off ' side with red and green hand signal flags, furled up on separates sticks, the green flag in the left hand and the red flag in the right hand during the day time and lighted hand signal lamp with white light during night time. A competent railway servant shall watch passing trains and keep a sharp look out for any unusual condition like hot axle, hanging part of vehicle, wagon on fire, load shifted etc. In case he notices the above or any other danger to safe running of the train he should take

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prompt action to warn the Loco Pilot and Guard by showing the danger signal. In case two trains are expected to pass simultaneously at a station, a competent railway servant of Operating department in uniform should be deputed to show 'Proceed' signal or 'Danger' signal as the case may be to the train running through on the line farther away from the station building. While running through a station, the Loco Pilot and Guard of the train shall be on the look out for such signals which shall be duly acknowledged both by the Loco Pilot and the Guard. In case, the Loco Pilot and the Guard do not receive such a signal, they shall exercise extra caution while proceeding further. Failure on the part of the station staff to display hand signal shall be indicated in the combined Guard's and Loco Pilot's Report. If the Loco Pilot or Guard of the train fails to acknowledge the 'Proceed' signal, the Station Master shall immediately inform Control and also give 'Stop and Examine Train' signal to the station in advance. The reason given by the Loco Pilot and Guard for non-acknowledgement should be reported on phone to the Control and when the Control is interrupted or on non-controlled section, this should be reported in writing, to the Chief Train Controller, who shall forward the same to Sr.DOM / DOM .

- SR 4.29 (1) A vehicle on a train running with heated bearings which emit smell of burning oil or smoke or a whistling noise or is seen in flames, is also a dangerous vehicle. Staff on duty (Station Master, Cabinman, Points Jamadar, Pointsman, Gateman etc.) must be alert to detect it and take such action as indicated in SR 4.17(2)(A). In case of trains running through a station, both sides of the train must be watched, the off side being watched by a Cabinman or any other member of the staff deputed for the purpose by the Station Master.

For COM-CCG