



दक्षिण पूर्व रेलवे  
South Eastern Railway

प्रधान मुख्य संरक्षा अधिकारी कार्यालय  
Office of the Principal Chief Safety Officer  
गार्डनरीच, कोलकाता / Garden Reach, Kolkata -43

दिनांक/ Dated: 16.03.2020

संख्या/ No. SFY/ Safety Circular

### **Safety Circular No. 1 / 2020**

**Sub: Observance of Safe Running of Trains , including Goods Train with Open Door and other abnormalities.**

In view of more than 16 cases of OHE Mast, Signal Post & Other fixed structure hitting by Open/Hanging Door of wagons during the last 6 months, resulting into the disruption to traffic, degraded mode of operation, loss of Railway Properties and endangering safety, duties of Crew, Guard, Station Masters, Cabin Men, Points Men, Gate Man & other field staff in this regard are being reiterated for understanding and strict compliance.

1. Every Railway servant who observes anything wrong with a train, or any unusual circumstances likely to interfere with the safe running of trains, or the safety of the public, shall take immediate steps as per the requirement or circumstances to prevent accident and where necessary, advise the nearest Station Master by the quickest possible means. {Ref: GR 2.11(2)(c)(d)}.
2. LP and Guard of the train shall look out for and acknowledge the All Right Signal, which the SM or other staff at the station shall give if the train is proceeding in a safe and proper manner. {Ref: GR 4.42(2)}.
3. If the train is not proceeding in a safe and proper manner, the SM or other staff shall exhibit a Stop Hand Signal on receipt of which, the Guard and the LP shall take immediate steps to stop the train. {Ref: GR 4.42(2)}.
4. Whenever a train passes a cabin, the officials in charge of the cabin shall be responsible to observe the conditions of the vehicles on the train. He must lean out of the window, waving a green hand signal unless anything wrong with the train is noticed. {Ref: SR 4.42.02 (a)}.
5. For run through trains, the SM shall observe the condition of the train by standing in front of his office in such a position to have a clear view of the train and that his signal can be clearly seen by the Guard. {Ref: SR 4.42.02 (b) (i)}.
- 5.1 In case, the view of the passing train is obstructed, the SM shall depute one of his Station staff including Traffic Gateman for observing the conditions of passing train from a suitable place. {Ref: SR 4.42.02 (b) (i)}.
6. At station, where no cabin is situated or the SM's office or cabins are situated on the same side, the SM shall depute one of his station staff including Traffic Gateman with Hand Signal to the other side of the passing train to observe the train and assist the SM in doing his duties. The deputed staff will stand at such

a place from where the train can be observed properly. {Ref: GR 4.42.02 (b) (ii)}.

7. In case of Hot Axle, Smoke Emission, Open Door, Hanging parts or doors, Wagon Body Bulge, Load Shifting, Fire, Goods falling of a vehicle or any other conditions likely to endanger safety of the train, the staff deputed shall at once display "Red Hand Signal" and take prompt action to stop the train. If this cannot be done at that station, intimation shall at once be given to the next block station to stop the train with intimation to the Section Controller and Traction Power Controller (TPC) to switch off power, wherever necessary. {Ref: SR 4.42.02 (d)}.
8. Guard of the running trains shall be responsible to watch any trains passing on the adjacent line and to attract the attention of the Guard or the LP of the later train by exhibiting Stop Hand Signal after noticing any condition on that train, which may endanger its safety. {Ref: SR 4.43.02 (a)}.
9. In case of train in the opposite direction, Guards of the two trains shall examine each other's strength but when trains run in the same direction, the Guard of one train shall observe the other train, which overtakes his train. The Guard of these two trains shall exchange green hand signal between themselves if the condition of the train is safe. {Ref: SR 4.43.02 (a)}.
10. LP/ Guard of any running train after noticing any Stop Hand Signal shown by Guard/ Loco Pilot of the other train passing over the adjacent line, shall take action to stop his train and examine thoroughly before commencing further journey. {Ref: SR 4.43.02 (b)}.
- 10.1. In the event of failing to exchange signal after noticing the condition of the train endangering safety, the Guard of the train noticing the unsafe condition shall bring his train to stop at the next station and report the matter in writing to the SM. SM shall take steps to have the train in question stopped and examined at the next station. {Ref: SR 4.43.02 (c)}.
11. The Gateman at all L.C. Gates should stand attentively at the Gate Lodge side facing the track with furled red and green flags during day in right and left hand respectively and at night hold the hand signal lamp and watch all passing trains to see any unusual condition like Hot Axle, Hanging Parts, Vehicle/ wagon on fire and Hanging doors etc. and take prompt action to warn the LP and Guard of the train by showing a danger signal. {Ref: SR 16.04.01(a)}.
- 11.1 The Guard shall look back to see the hand signal exchanged by the Gateman while passing a Manned L.C. and take action as per the hand signal displayed. {Ref: SR 4.43.03}.
12. Before taking over the charge of a train and signing the BPC, the Guard shall ensure that SSE/ SE/ JE(C&W) certificate that the doors of all carriages & wagons are in proper working order and can be closed and fastened is available on the BPC and signed. {Ref: SR 4.34.01(b)}

13.

During the GDR check, Guard and Loco Pilot will see that doors of wagons are closed and locked properly and look for any other abnormality, which may endanger safety during the run.

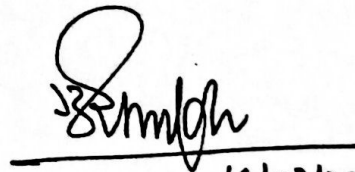
(Ref: Para 9.2 (g) & (h) of JPO issued jointly by CFTM and CRSE (Fr.) vide no. M2/W- 113/ Policy/108, dated 24.01.2011).

14

At Rolling - In Examination points, C&W staff shall take up position on both sides of the line and observe the wagon for any abnormality like Hot Axle, Smoke emission, Open/ hanging doors, hanging parts, body bulge, load shifting, under gear of the wagon for any loose or dangling components and flat tyres/wheels.

(Ref: Para: 3.2.7 of Rules for Maintenance and Examination of BG Goods Stock: IRCA Conference Rules Pt. III)

**Note:** These instructions are reiterated in conformity with the rules of G & SR Manual provision and can't in any way supersede them. In case of any conflict, the provision of G & SR and technical circular (JPO) cited above will prevail.



जी.के. द्विवेदी/G.K. Dwivedy 16/03/2020.

प्रधान मुख्य संरक्षा अधिकारी/Principal Chief Safety Officer

**प्रतिलिपिसूचनार्थ एवं आवश्यक कार्यवाही के लिए:**

1. Secretary to GM – for kind information of GM.
2. Secretary to AGM- for kind information of AGM.
3. PCEE, PCE, PCME, PCOM, PCSTE/ GRC
4. DRM/ ADA, CKP, KGP & RNC
5. Sr. DSO/ ADA, CKP, KGP & RNC