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वर्तमान
South Eastern Railway



प्रधानमन्त्रीमंत्रालय
Office of the Principal Chief Safety Officer
गार्डनरीच, कोलकाता / Garden Reach, Kolkata -43

संख्या/ No SFY / Safety Alert
DRM - ADA, CKP, KGP & RNC

दिनांक/ Dated: 16.08.2021

Safety Alert - 2 / 2021

Sub: Safety Alerts for Guards to avoid Accidents.

It is reported that in a number of accident cases Guard failed to follow the prescribed safety rules & also failed to avert an accident. In view of the above, some important safety rules related to working of guard are reiterated below for strict observance.

1. Every Guard shall ensure that Breathalyser test is done at the time of "Sign on/Sign off" as per prescribed norms.
2. Each Guard shall have with him, while on duty with his train, all the personal equipments as prescribed in SR 4.19.01(a).
3. Every Guard while taking over charge of a train ensure that the train is properly coupled, having prescribed brake power, carries tail board/tail lamp & side lamps and working properly. In case of Passenger carrying train Brake-van equipments are duly provided in the Brake-van. (GR 4.34 & SR 4.34.04).
4. Continuity Test/Brake Feel Test/Brake Power Test:- are being conducted as per prescribed norms and the train has adequate brake pressure.(SER/JPO Dt:03.02.2017)
5. The Guard shall not give the signal for starting the train unless correct "Authority to Proceed" has been received as per the system of working. (GR 4.35.02).
6. The Guard must see while taking over charge of his train, that the doors of all carriages & wagons are in proper working order & can be closed and fastened. (SR 4.34.01-b-l).
7. The Guard must see while taking over charge of his train, that the train load does not exceed the prescribed load for the class of Engine(SR 4.34.01).
8. When a train is stopped in the block section the Guard shall immediately exhibit a hand danger signal towards the rear & check up that the tail board/light is correctly exhibited & switch 'On' flasher light if provided & protect the train as per norms(GR 6.03(1)).
9. Guard when working trains on double line/ multiple line, shall observe the last vehicle indicator of passing trains and report at the next station if it is not visible.(SR 4.16.03)

10. During the journey including halts at stations, every Guard shall keep a good look-out & satisfy himself from time to time that the tail board & brake-van lamps are in position & burning brightly and train is complete in every respect and proceeding in safe & proper manner.(GR 4.43)
11. If any vehicle is attached to a train behind the rear brake-van the Guard shall keep a good look-out & in the event of any vehicle becoming detached, take step to stop the train carefully. (SR 4.43.01)
12. **Auto Section:** The Guard of train when, after passing Auto Signal at 'On' shall watch that the LP/MM does not exceed the speed prescribed. (SR 9.02.01-a-ii). He shall also record in his journal the time of passing the next signal(SR 9.11.04). In an emergency, if a train is required to be pushed back, the procedure laid down in SR 4.12.01 shall be followed (GR 9.13 & SR 9.13.01).
13. Guards of running trains shall be responsible to watch any train passing on the adjacent line & exhibit Red hand signal should any unsafe noticed on that train(SR 4.43.02-a).
14. When a train comes to a stand at a station/yard, the Guard shall see that, wherever possible, the last vehicle of his train has cleared the fouling marks of all points and crossings. If not he shall inform the SM at once & exhibit Stop hand signal to prevent any movement on the fouled line.(GR 4.56)
15. While starting a train after loading/unloading/back loading operation(s) from a station where no train examining staff are posted, the Guard & LP shall be responsible to check the train.(SR 4.31.03-2b)
16. The Guard may, in case of emergency, apply brake gradually to stop the train.(GR 4.45(4))
17. When the Loco Pilot sounds the prescribed code of brake whistle, the Guards shall immediately apply their hand brakes.(GR 4.47(2))
18. Every Guard shall give his best assistance to Passengers entraining and detraining.(GR 4.54)
19. Ensure that speed of the first train passing over the temporary single line, will be restricted to 25 kmph (SR 6.02.01(11)).
20. The red body light fitted at the rear of the SLR should be extinguished when Inspection Carriage or any other vehicle is attached in rear of the SLR under SR 4.21.01. Guard shall ensure that this is done.(SR 4.16.02)
21. Whenever it becomes necessary for an engine, with or without vehicles, to be detached from the rest of the train, the Guard & the LP shall ensure, before uncoupling, that the remaining portion of the train is secured.(SR 4.48.01)
22. On getting the three short whistles from LP indicates that: (i) Guard to apply hand brake (ii) Train is out of control, Guard to assist. SR 4.50.01(4)
23. When pushing a train into a siding, the Guard shall be responsible to apply his hand brake if required.(SR 5.14.05-d)

24. At Road-side stations where YM/Shunting Master/Shunting Jamadar is not provided, during shunting, Guard shall be responsible for ensuring correct setting of concerned points & locking of facing points, as required under the rule, and for hand signaling to the LP. (SR 5.14.05)
25. Guards & SMs are to ensure before commencing shunting at Ghat Section (steeper than 1 in 260) that the engine is not detached unless the train has been drawn completely within the outermost points of the station yard & hand brakes have been put on and manned during the entire period of shunting. (SR 5.20.01-b-i)
26. In case of stabling of Train, the Incoming Guard to ensure that hand brakes of at least six vehicles at the Brake-van/Match Truck end of the train are firmly pinned down and also the Hand Brake of the Brake-van. (SR 5.23.01-b-i)
27. In case of stabling of Coaching Train/vehicle, the Incoming Guard to ensure that air brakes are applied & holding effectively and also Guard's hand brakes shall be applied. (SR 5.23.01-b-i)
28. Each Guard shall have with him while on duty with his train, two pairs of each spectacles as he is required to wear under medical advice. (GR 4.19(3))
29. No Guard shall leave the station at the end of his run without the Station Master's permission to do so. (SR 4.60.01)
30. **Fire-(SR 6.10.02)**- In the event of a vehicle of train on fire, the train shall be stopped and the burning vehicle isolated (at a distance of 45 meters). Protect the train as per GR 6.03 & take all possible steps to save life, property, prevent it from spreading & extinguish it. In case of passenger train, the safety of the passengers shall be first attended to.
31. **Level Crossing**: When passing a manned level crossing the Guard should look back to see, if any signals given by the Gateman to indicate any thing is wrong with the train. (SR 4.43.03)
32. **Lurch & Jerk**: In the event of the LP &/or Guard experiencing any abnormal condition in the track which is unsafe for running of subsequent trains will take action:- 1-Stop his train at next block station without clearing the block section & inform the SM not allowing any train. However, in case of IB section & Auto Section, the LP must inform the SM and Loco Pilot of trains already left station in rear through any means of communication to stop movement of trains. For details follow-USR 6.07(1).
33. **Sabotage/Bomb Blast etc on Track**: Take action as per USR 6.07(3).
34. **During dense Fog**: Speed of train shall in any case not more than 60 kmph. After passing an Automatic Stop Signal at "Green" the speed not to exceed 60 kmph. After passing an Automatic Stop Signal at "Double Yellow" the speed not to exceed 30 kmph. After passing an Automatic Stop Signal at "Yellow" the LP to run at a further **restricted speed**, so as to be prepared to stop at the next stop signal.
Note: 1- Subject to judgment of LP/MM as per the density of Fog.
2-Speed may be enhanced to 75 Kmph, if Fog Device is provided in the Locomotive.
 (SR 3.78.04)
35. **Abnormal working**:- During TSL working (SR 6.02.01), Block Ticket working (SR 6.02.05), Total Failure of Communication (SR 6.02.03) etc. the speed of the train does not exceed the prescribed limit.

36. **IB Section:** When IBS Signal has to pass at 'ON' after waiting 5 minutes at the signal, the speed of train shall not exceed 15/8 kmph (SR 3.75.02). In case backing of train is required after passing the IBSS, Guard shall see that backing is not permitted beyond the Legend Board & take permission from the SM in rear station & take all safety precautions as per norms (SR 3.75.04)
37. **Train Parting:** Guard shall see that after parting LP shall keep the front portion in motion, if possible, until the rear portion has been brought to a stand, so as to avoid the chance of collision between the two portions. Promptly apply the hand brakes and shall indicate the parting by waving in repeated motions a Green flag by day, or a white light by night, up & DN vertically as high & as low as possible. Guard shall take all necessary precautions to secure the rear portion & take protection (GR 6.08).
38. **Material Train Working:** Guards of Material Train shall ensure safe working both on traffic & Engg sidings and running lines. The Train Inspector/Guard shall be jointly responsible for leaving the tracks clear of all obstructions & do not infringe the standard moving dimensions and necessary protection as required (For detail refer GR 4.62 & SR thereto).
39. **Duty of Guard in case of Serious Accident:** Note the exact time of the accident & Kilometrage. Protect the adjacent line(s), the train & secure the vehicles. Make quick survey & relay the information giving details & assistance required. Render first-aid (For details refer ACM- 3.01).
40. **Miscellaneous:** Continuous Night Duty & over hours working should be avoided. Proper road learning should be ensured & shall be well conversant with the section & signals. Ensure that PME, RC training, Auto Competency, Ambulance, etc are updated.

NB: These instructions are reiterated in conformity with the rules of G&SR, etc and innot in any way supersede them. In case of any conflict the provision of rule books will prevail.

(एस. मुखोपाध्याय / S. Mukhopadhyay)

प्रधान मुख्य संरक्षा अधिकारी/Principal Chief Safety Officer

लिपिसूचनार्थ एवं आवश्यक कार्यवाही के लिए:

Secretary to GM - for kind information of GM.
Secretary to AGM- for kind information of AGM.
PCOM, PCEE, PCME / GRC
Sr. DSO/DSO - ADA, CKP, KGP & RNC