

Central Railway

No: PA/Safety Circular /38/2010 -11

Office of the DRM
Safety Branch, Pune
Date : 21.12.2010

**All Train Passing and Train Running staff
Pune Division**

Safety Circular No. 12 / 2010 – 11

Sub: Salient features of Advance Correction Slip No.11 items 1 to 4 to G & SR 1999 edition.

Ref: COM office letter No. TR/G & SR/Rev/101 of 20.05.2010, 07.06.2010, 25.06.2010, 12.07.2010

Please familiarize yourself with the changes in Rules for train Operations and update your rulebooks accordingly:-

Advance Correction slip	Item	Rule No	Changed contents
11	1	S. R. 4.09-1(V) Serving of Caution order	1. The Caution Order shall be delivered to the Loco Pilot, ALP and the Guard of a train by the Station Master either personally or through a competent railway servant deputed by him or through the lobby supervisors where the train crew are booked and signing 'On' for duty and acknowledgement of the train crew obtained on the record foil in token of their having received it. When more than one page of caution order is served, each page will be signed by the train crew.
			2. Where there is more than one engine, the caution order shall be given to loco Pilot of the leading engine and his signature obtained in accordance with sub rule (1). However, before delivering the Caution order to the Loco Pilot of the leading engine, it shall be shown to the Loco Pilot or Loco Pilots of other engine or engines on the train and his or their signature or signatures obtained in token of his or their having gone through it and understood its contents. In case, there is banking engine/assisting engine or engines in rear/front, a fresh caution order should be issued by Station Master where such engines are attached.
			3. It is the responsibility of the train crew to obtain the caution order for his train from the SM/lobby supervisor concerned while signing 'ON' duty.
			4. Where the lobbies of LP and Guards are at different locations , the SM shall prepare extra copies of the Caution Order and hand over to the concerned lobby supervisor for delivering the same to the train crew.
			5. In case of emergency imposition of caution order, it is the responsibility of SM to ensure delivery of additional caution order to the concerned train crew and obtain the acknowledgement.
			6. On Mumbai division where divisional caution order is being prepared daily and issued to train crew, the lobby supervisor should ensure the acknowledgement of train crew in signing 'ON' register in respective column as per the special instructions of DRM issued vide JPO.

11	1		7.	A reminder Caution Order shall be given to the Loco Pilot of the train at the station immediately in rear of the affected block section if the train is being worked by an pushing it.		
11	2	SR 3.64-6 Disposal / destruction of expiry dated Detonators (fog Signals)	Expiry dated detonators / detonators failed to explode during test or actual working shall be destroyed by the following methods:-			
			a.	By soaking them in light mineral oil for 48 hours and throwing them one by one into fire with due precautions:		
			b.	By burning them in incinerator.		
			c.	By detonating them under the wagon during shunting operation.		
			d.	By throwing them in deep sea.		
The destruction of expired detonators shall be arranged in the presence of a railway servant who shall preferably be a Gazetted officer and in no case below the rank of a Sr. Subordinate. He shall ensure that during destruction every care is taken to see that the splinters of detonators do not cause any injury to life and property. It may be noticed carefully that in no case the detonators shall be buried or thrown in water at such place where they could recovered by human beings.						
11	3	SR 4.50 – 1 (a) (item 9) under GR 4.50 on Engine whistle code.		Code of Engine whistle	Indication	
			9(i)	- - - - Intermittent	Approaching level crossing.	
			9(ii)	continuous	a.	Approaching tunnel or area of restricted visibility or curves or cutting or site of accident.
					b.	Recall railway servant protecting train in rear.
c.	Material train ready to leave.					
d.	Running through a station.					
e.	Approaching a Stop signal at 'ON' position.					
f.	Detained at a stop signal.					
g.	When in consequence of fog, storm or any other reason the view of signal is obstructed.					
11	4	SR 4.25.1(1) under GR 4.25	a.	No train shall run without a Guard. However, in case of emergency a goods train can be run without a Guard with prior approval of Sr. DOM. In all such cases a qualified Group 'C' staff should be deputed to perform the duties of Guard who shall carry with him minimum Guard's equipments including Detonators, Red & Green flags / LED based flashing HS Lamps etc. required for the protection of the train and its safe running. Record of Such goods train run shall be maintained in a separate register in the control office.		
			b.	When brakevan is not provided, Guard should travel in the engine. However in NE (Kasara - IGP) & SE (KJT-LNL) Ghat sections of Mumbai division in such circumstances in down direction, guard will travel in rear cab of rearmost loco of the banker / bankers.		

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DSO / PUNE