

संरक्षा शाखा
सोलापूर मंडल



Safety Branch
Solapur Division

संरक्षा परिपत्र
Safety Circular
10/2021-22



विषय: गार्ड ड्राइवर रिपोर्ट (जीडीआर) की जांच और डोर वरकिंग के संबंध में अनुरोध ।

Sub:- Instructions regarding Guard Driver (GDR) check and door working.

दिनांक/Date: 31.08.2021

Central Railway

D.R.M's Office
Safety Branch,
Solapur
Date: 31.08.2021.

No. SUR/SFT/S/103

SAFETY CIRCULAR - 10/21-22

All concerned /SUR

Sub:- Instructions regarding Guard Driver (GDR) check and door working.
Ref :- Railway Board's Lr.No. 2018/M(N)/951/34 pt. Dt.23.06.2020

Instructions regarding Guard Drive (GDR) check, at locations where TXR is not available, have been advised for the various conditions, in which GDR checks have to be conducted by crew along with the prescribed performa to be filled by train crew post such check :

1. After loading/back loading of a rake
2. After tipping
3. After rake is stabled for more than 24 hours
4. If BPC is invalid
5. If it is a premium rake, which is being loaded or unloaded.

In view of repeated instances of doors opening on run and leading to infringements & damage to assets. Accordingly, it is advised to take immediate action in the matter to ensure that various staff involved ensure the activities and responsibilities as given below :

A . GUAD & DRIVER (CREW)

- Hence forth GDR will be required to be done in all cases of unloading/loading of rakes, irrespective of method of loading/unloading as well as type of BPC, so as to ensure all the doors and fitting of wagons have been properly secured and there is no possibility of them turning loose on run.
- Closure of doors should always be checked by train crew before drawing out a rake from a terminal as part of the prescribed GDR check. Updated performa to be filled up after GDR check is enclosed herewith.
- Closure of doors should also be checked and ensured during GDR check and same recorded in the GDR memo.

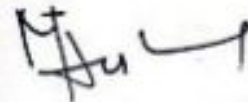
B.OPERATING AND COMMERCIAL STAFF ON DUTY AT SIDINGS/TERMINALS :

- Release memo of rakes should be accepted by operating/commercial staff only after proper closure of doors has been ensured by the siding/handling agencies. This may be explicitly mentioned in the release memos.
- In case it is not feasible to close the doors in the terminal due to door defects, it should be and C&W attention provided for closing such doors at an operationally convenient location

- Operating staff concerned shall assure themselves that GDR check has been done before drawal of the rake and GDR memo has been signed as prescribed.

C. MECHANICAL DEPTT STAFF:

- Train Examination Yard staff – At the time of rake examination by C&W staff for issue of a fresh brake power certificate, proper closure of doors should be ensured and this should be explicitly mentioned in the brake power certificate issued for all wagon types having doors, like BOXN, BCN, BOBRN, BCACBM etc. The examination gangs should clearly endorse by hand or by Rubber Stamp the following – All doors checked & found working.
- POH SHOPS, ROH DEPOTs & SICKLINES : During repair/overhaul it shall be ensure that all defects and deficiencies are attended to properly.



(Nisar A. Deshmukh)
Sr.DSO/SUR

CHECKS TO BE DONE BY GUARD AND DRIVER

Item to be checked by Guard and Driver

1	All CBCs and Air Hoses are properly coupled and locked
2	All the Angle cocks are in open condition.
3	The last Angle cock is in closed condition.
4	Empty/Load device handle is in proper position
5	There is no loose fitting/ hanging parts like springs push-pull rod, Brake Beam, Safety Brackets, Brake Blocks etc. Which may endanger safe running of the train.
5a	Any parts of wagon or Loco protruding outside & infringing SMD.
6	Hand brake are released.
7	All Doors/ Hoppers/Covers of wagons are closed and locked / secured.
8	Check continuity of air pressure/ vacuum before starting.
9	Wagon loaded with ODC/Military consignment/Steel consignment . then check its lashing, packing, ODC sanction etc, before start.

Proforma for Joint check by the Driver and Guard

1	DATE & PLACE	
2	Train No & Loco No.	
3	From	TO
4	BPC NO, Date & Place of issue	
5	Loaded at	Unloaded at
6	Time Loco attached	
7	Total Load	

Signature of Driver

Signature of Guard

Driver's Name

Guard's Name

(This memo should be prepared in 3 copies, one copy to be kept with Driver, one with the Guard and one will be given by the Guard to the Station Master /Yard Master)