

पश्चिम रेलवे
SOUTH WESTERN RAILWAY



प्रधान कार्यालय
Headquarters Office,
संरक्षा विभाग, हुबली
Safety Department,
Hubli.

सं. No. T. 389/Safety Circular/3/22

दिनांक / Dated: 22.11.2022.

To All Concerned/SWR

(For circulation to grass root level in all departments)

Head Quarter Safety Circular No.08

Sub: Duty of station staff and Gateman during passage of train.

In recent past, there were incidents of open door of wagons, uncoupling, hanging parts, hot axle and brake binding in SWR. These incidents are potential cause of accidents. In order to mitigate such incidents, the following instructions are issued.

1. The station staff (SM & Points men), Gateman and any other railway staff who deal with train passing duties should observe the following abnormalities.

- Emission of Smoke / Flame from the Axle Box
- Splashing of Grease around Axle Box
- Smell of Burning Grease
- Brake binding / Unusual Metallic Sound / Wheel Squeezing Sound
- Skidding of Wheels (Flat Tyre)
- Wagon Doors Open or not closed properly
- Uncoupling/Parting of train formation
- Any projected / hanging parts
- Flying tarpaulins / loose tied tarpaulins.
- Leakage in oil tank wagons.

2. Immediately after noticing any abnormalities in the train following action should be taken by Railway staff

2.1 Gateman and all other open line staff of Engg. / S&T / TRD etc

- I. Gateman should be vigilant and notice safe running of train.
- II. If any abnormalities noticed he should immediately attract the attention of working crew/ Train manager by showing hand signals and shouting.
- III. If the train is stopped assist Loco Pilot & Train Manager for attending the abnormalities.

- IV. If he fails to attract the attention of Loco Pilot & Train Manager, immediately inform the next station in the direction of the train with the available means of communication.

2.2 Station staff

- I. Station staff should be vigilant while exchanging All Right signal.
- II. If any abnormalities noticed immediately try to attract the attention of working Loco Pilot & Train Manager showing red flag by day and red light by night and also make use of Walkie-Talkie.
- III. Station Master should try to put back any signals ahead of train according to severity.
- IV. If they are unable to stop the train, immediately intimate the next station / Gateman about the abnormalities.
- V. Meanwhile Station Master should advise the Section Control.
- VI. Section Control should bring the train to halt at the first station after getting the information.

After receiving the message from Gateman/open line staff

- VII. Train should be stopped at the First Stop Signal (FSS) and the matter must be reported to the Loco Pilot who will exercise his discretion with regard to the restricted speed at which it is safe for the vehicle to run.
- VIII. Train should be received on the main line.
- IX. If the main line is occupied, it should then be received to the first unavoidable turn out.

All concerned to follow above instructions strictly.


22.11.22

(आलोक तिवारी / ALOK TIWARI)

प्रधान मुख्य संरक्षा अधिकारी/Pr.Chief Safety Officer

Copy to :

Sr.DSOs/UBL, SBC & MYS - The safety circular should be sent to all Branch officers under clear acknowledgement as per procedure order dated 17.11.2022