

Amendment Slip No.- 71, dated- 13.09.2021 to the G&SR of NCR

(Ref: (i) Sr.DOM(Co.)/JHS letter no.-JHS/T/400/G/G&SR/21, dt.-27.07.2021, item-01.
(ii) e-Office - NCR-HQOENGG(GC)/3/2021-O/o Dy. CE/TMC/HQ/NCR, dt.- 16.08.2021, item-02.
(iii) Elaboration of GR 3.42, item-03.)

01. Existing SR 6.07/1, SR 6.07/2, SR 6.07/3 & SR 6.07/4 is deleted and Substituted as under – (A/Slip No.-71)

S.R. 6.07/1- In the event of the Loco Pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train has passed is detrimental for safe running of subsequent trains will take action as under:-

- (a) Stop his train at next block station without clearing the block section and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line in Absolute Block System. In case of IBS and Automatic Block Territories, the Loco Pilot must stop his train immediately so that automatic signals behind his train could not become 'off' for next train, which may be already in the section and inform the Station Master and Loco Pilot of trains already left station in rear and are in block section behind his train through available means of communications to stop movement of trains.
- (b) Station Master of station in Automatic Territory will inform to TPC to stop the trains by putting OHE 'off' in affected block section till all the trains on affected line come to halt.
- (c) Loco Pilot will also inform concerned TLC/Power Controller on CUG/MTRC phone along with location immediately.
- (d) TLC/Power Controller will immediately communicate this matter to concerned Section Controller and also Engineering control for informing respective engineering officials.
- (e) Section Controller will immediately advise the Station Master in rear to stop train movement in the section and also advise the TLC/Power Controller to instruct the Loco Pilots of all the trains, which are already in the block section behind the train, which has reported the defect in the track, to STOP immediately till further advice.
- (f) After getting confirmation that all the trains in the block section have stopped, Section Controller shall advise the crew of the train through TLC/Power Controller with private number who has reported defect to start if he had stopped after passing the defective portion of track.
- (g) Loco pilot who felt jerk or lurch in the section will deliver a written memo to the Station Master ahead about exact location and other details.
- (h) Engineering control on getting the information will immediately make suitable arrangements to send nearest competent Engineering Supervisor/Officer along with other staff if required, to site by first available means, suitable train/by road, whichever facility is readily available. If required engineering staff may be sent from opposite direction by train in case of double line.

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- (i) After inspecting the site if any visible fault such as rail fracture, weld fracture, SEJ broken, fish plate defects, continuous pendrol clip missing & other abnormalities etc. is not found, then, engineering official (P.Way) before certifying the track for safe train movement or imposing any speed restriction, should inspect on footplate by boarding a train/tower wagon/light engine at last block station in Absolute Block System or by boarding a train available at last Automatic Block Signalling section in Automatic Block System. SSE/JE (P.Way) will footplate the section by first available train with a speed not more than 30 KMPH during day and 10 KMPH during night or impaired visibility and this footplate speed restriction will be observed from a location 02 Kms prior to the location given by LP/Guard and up to 500 meters beyond the location given by LP/Guard i.e. 2.5 Kms at restricted speed and remaining section at normal speed in absolute block section. After footplate he will certify the safe movement of trains at normal speed or with suitable speed restriction, if needed and will also advise all concerned accordingly.
- (j) Till the arrival of engineering official, train movement will not be stopped and trains shall run according to the procedure given below-
- In Absolute block system the train with a caution order of SR 50 Kmph will enter in the block section and the Loco Pilot will control the train in such a way so as to run at 10 Kmph from a location 02 KMs prior to the affected kilometres given by LP/Guard, Stop dead the train before given location and after satisfying himself about the condition of track, pass over the track in question at 10 kilometres per hour up to 500 meters beyond the affected kilometres i.e. 2.5 Kms at restricted speed of 10 Kmph and then clear the section at normal speed or if he finds the track unsafe to pass, stop the train and inform the control & station concerned.
 - In case of Automatic Sections, TLC/Power Controller shall instruct the loco pilot of 1st remaining train in the section to start with a cautious speed – Stop Dead before seven OHE mast or 500 meters before the affected kilometres and after satisfying himself about the condition of track pass over the track in question at 10 kilometres per hours or if he finds the track unsafe to pass, stop at once and inform all concerned.
- (k) If the Loco Pilot is not able to detect any thing endangering train movement, subsequent trains shall be dispatched in same manner till the engineering officials certifies the track fit for normal speed or with speed restriction.
- (l) If the condition as reported earlier is confirmed by the Loco Pilot, for track unsafe for passage of trains no train movement shall be allowed till certified to be safe by engineering officials.

Note: In case the Guard of the train experiences any abnormal occurrence in the track while working his train, he must inform the Loco Pilot of his train through walkie-talkie or any other available means of communication about the occurrence, after which the Loco Pilot shall take action as mentioned in item (a) to (k). In the event of Guard

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