

Northern Railway

No: 100-T/SSMU/SC05/2025

Date: 05.06.2025

Divisional Office
New Delhi

All Operating Officer

Station Director: NDLS, DLI, HNKM & ANVT

ATM/GZB, AO/TKD

All Sectional TIs, SS, SMs & CYM of Delhi Division

All Train Manager Counselor & Train Managers of DLI Division

Chief Controller & Section Controller, Delhi Division.

Northern Railway

Safety Circular-05/2025

Sub: Duty of Crew Staff & Station Master in abnormal condition in track during run.

As per G&SR Para 6.07/1 in the event of the Loco Pilot and /or Train Manager experiencing any abnormal condition in the track over which his trains 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) Duty of Loco Pilots (LPs):-

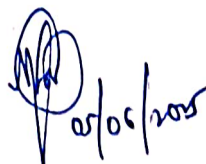
(a) Stop his train at next block station without clearing the block section and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS and automatic block territories, the Loco pilot must inform the Station Master and Loco Pilot of trains already left station in rear through available means of communication to stop movement of trains.

(b) Proceed further, only after satisfying himself that Station Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master from the Loco pilot. Loco Pilot will then again stop in such a manner that the Engine is in front of the Station Building or the Block Cabin where the Block instrument are located so as to deliver the written memo in detail to the Station Master.

(B) Duty of Train Managers (TMs):-

(a) In case the Train Manager of the train experiences any abnormal occurrence in the track while working his train, he must inform the Loco Pilot about the incident and, after informing the nearest Station Master and the Control Office through the available means of communication, shall advise that in the case of a single line, no train should be allowed to enter the affected block section from either end, and in the case of a double line, no train should be allowed to enter the affected section from the rear.

(b) If the Train Manager is unable to contact the Loco Pilot for any reason, he should take action to stop the train and inform the Loco Pilot.


05/06/2025

(c) In sections with IBS and Automatic Signaling System the Train Manager will immediately inform the Station Master rear and the Loco Pilot of the train which has already entered the section through walkie-talkie/other available means of communication.

(d) In the event of Train Manager unable to contact the Loco Pilot, he should take action to stop the train and inform the Loco Pilot.

(C) Duty of Station Masters (SMs) :-

(a) Station Master will not permit any further movement over the line until a written memo indicating a details of the occurrence is received by him from the Loco Pilots.

(b) The Station Masters on receipt of such a memo must issue a message addressed to the Station Master of the block station at the other end of the block section, and JE/SSE (P.Way) and Section Controller. SM shall issue the Caution Order (T/409) for both lines/multiple line section.

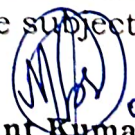
(c) Arrange to dispatch by rail maintenance machine/tower wagon/light engine or in their absence a train accompanied by an engineering official with a caution order to the effect to stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. Advise the condition of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco Pilot.

(d) In the absence of engineering officials the train with a caution order instructing the Loco Pilot to stop dead before the affected kilometers and after satisfying himself about the condition of track passes over the track in question at 10 kilometers per hour or if he finds the line unsafe to pass, return to station in rear. If the Loco Pilot is not able to detect any thing doubtful, subsequent trains shall be dispatched with a speed restriction of 10 kilometers per hour till the track is certified to be safe by engineering officials.

(e) If the condition as reported earlier is confirmed by the Loco Pilot, no train movement shall be allowed till certified to be safe by engineering officials.

This circular is being issued for the purpose of sensitizing concerned railway officials and generating awareness on the subject. The information contained in the circular is only indicative and not exhaustive. For more information on this subject, all concerned are encouraged to refer to the G&SR & Operating manual etc. of Northern Railway.

Therefore, all sectional **Traffic Inspectors, Station Superintendents/Chief Yard Masters of major stations** must counsel the **Station Masters, Pointsmen**, and other concerned staff working at their respective beat stations/yards. Similarly, **Train Manager Counselors** must counsel the **Train Managers** in their respective beats on the subject.


(Madhukant Kumar, YRTS)
Senior Divisional Operations Manager/General
Delhi Division, Northern Railway

Copy to: DRM, ADRM/OP & Sr.DOM for kind information please.
Sr.DEE/RSO - for take a necessary action please.