



No. L.326.OP/CIRCULAR/23

Date: 21.01.2025

Sr. DEE /TRO/BB, BSL, NGP
Sr. DME/Fr& Op/ BB
Sr. DME/Op/ PA
DME (O&C) SUR

CEE/OP Instruction No. 01/2025

Sub: Action to be taken after Unusual / Accident.

CRS, South Eastern Circle, in their inquiry report on the case of side collision between Train No. 12810 (HWH-CSMT Mail) with a derailed wagon of Goods train no. N/JBCT at km-300.767 in section Rajkharswan-Barabamboo of CKP division of SE Rly on 30.07.2024, has commented as under.

A) LP & ALP of Train No. N/JBCT failed in timely detection of unusual in the train but also failed in switching of the headlight and display of red light to the approaching train no. 12180.

In view of the unusual, crew of the train violated the provisions of GR-6.03-1 which is reiterated as below:

GR: 6.03 Protection of trains stopped between stations:

When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that his train cannot proceed, he shall apprise the Guard of the fact by sounding the prescribed code of whistle, or through walkie talkie or other means and exchange hand danger signals with him. Then the Guard shall immediately exhibit a hand danger signal towards the rear and check up that the tailboard or tail light is correctly exhibited and switch On' flasher light if provided in the rear of his brakevan. The Guard and Loco Pilot shall then immediately take the following action in the rear and the front as per GR-6.03-1.

GR: 6.03-1 (ii) On a double line section where trains on the two lines run in the opposite direction:-

- a) **As soon as the Loco Pilot comes to know that his train has met with an accident he shall at once switch On the flasher light and switch "Off" the headlight and thereafter either go himself or send his Assistant Loco Pilot or some other competent person to protect the adjacent line in front in the manner prescribed in GR 6.03-1(i).**
- b) **In case it is not known whether the adjacent line is obstructed or not :- The Loco Pilot shall take action to protect adjacent line as mentioned above.**

GR: 6.03-1 (iii) On a multiple line section with uni-directional traffic on the nominated lines :

- a) As soon as Loco Pilot comes to know that his train has met with an accident, he shall at once take action to protect the adjacent line/lines in the manner prescribed in clause (ii) above.

B) Blood sample report of LP & ALP of Train No. N/JBCT, found beyond limit of 01 mg/dL.

The provisions of GR-2.09 are being reiterated as below:

GR-2.09: Taking alcoholic drink, sedative, narcotic, stimulant drug or preparation-

- (1) While on duty, no railway servant shall, whether he is directly connected with the working of trains or not, be in a state of intoxication or in a state in which, by reason of is having taken or used any alcoholic drink, sedative, narcotic or stimulant drug or preparation, his capacity to perform his duties is impaired.
- (2) No railway servant, directly connected with the working of trains, shall take or use any alcoholic drink, sedative, narcotic or stimulant drug or preparation within eight hours before the commencement of his duty or take or use any such drink, drug or preparation when on duty.

As per Railway Board's revised policy on 'Drunkenness on duty vide letter No.2001/Safety-I/23/4 dated 27.11.2001, the following Safety limits are laid down for the presence of alcohol in blood and urine:


- (a) Between 01- 20 mg/100 ml, the person concerned will not be allowed to perform duty.
- (b) Between 21 - 40 mg/100 ml of blood is dangerous.
- (c) Between 41 - 70 mg/100 ml of blood is very dangerous.
- (d) Beyond 70 mg/100 ml of blood requires immediate action.

In case of detection of presence of alcohol during BA test, action is required to be taken according to the policy issued by Railway Board.

In view of the above, a special safety drive to be launched to counsel the crew on the above subject and ambush check for ensuring above also to be carried out. All loco running staff to be covered by 15.02.2025 without fail and acknowledgement of the counseled crew to be taken after ensuring that the staff is acquainted with the provisions of G&SR related to protection of trains in case of accident/unusual.

Compliance of the above instructions may be ensured and report to be submitted in following format:

1. No. of Officers/CLI associated in drive:
2. No of ambush checks carried out during drive:
3. No of irregularities noticed during drive:
4. Action taken to rectify irregularities:
5. No. of staff counseled (cadre wise):

 21.01.2025

(H. M. Sharma)
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