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SANKALP



APRIL- JUNE 2019



MOCK DRILL EXERCISE WITH NDRF TEAM



Published by:

Safety Department, Head Quarters, Maligaon
Northeast Frontier Railway



RAILWAY SAFETY

- : Remember the safety rules.
- : Act as per rules and instructions.
- : Ignorance of safety rules is in-excusable.
- : Loss for the Railway is a loss to Nation.
- : Worried person is a safety hazard.
- : Act after thinking well.
- : Yield not to the temptation of short-cut methods.

- : Sudden and hasty decision may endanger safety.
- : Always be alert on duty.
- : Follow the safety rules strictly.
- : Efficiency is achieved when safety rules are ensured.
- : Take care of productivity.
- : Young or old we may be, we should follow safety rules.

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CHIEF SAFETY OFFICER
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MALIGADN, GUWAHATI-781011
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FOREWORD

Dear Readers!

The second edition of Safety Bulletin "SANKALP" is being published for awareness and knowledge about rules by staff on "SAFETY FIRST and ALWAYS".

"Zero Accidents" should be the aim of all of us. All of us will make it possible by alertness, awareness and dutifulness. Attempting to make the railway employees aware of the causes of accidents and not to repeat it in the future.

Safety begins with all involved in the train operations including Loco Pilots, Station Masters, Guards, Engineering and S & T Supervisors.

All the Officers and Supervisors are requested to conduct vigorous and meticulous "Safety Checks" in the field and take immediate corrective action.

We must remember that our constant vigil can avert many unsafe situations.

I am confident that all N.F. Railway men shall do their best to bring a quantum jump in our safety performance.

Suggestions for improvement are welcome.

Happy reading!

Sincerely yours,

(MANOJ KUMAR AGRAWAL)
Chief Safety Officer
N.F. Railway

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SC/LOCO/MLG

3. Always keep your train under perfect control. Keep a sharp look out for correct signals pertaining to your line.



Avoid over speeding & over confidence.



INDIAN RAILWAYS
Centre for Advanced Maintenance Technology
Maharajpur, Gondar - 474005

4.

Reduce speed proportionately in case signal aspect is restrictive.



Do not presume the aspect of next signal



INDIAN RAILWAYS
Centre for Advanced Maintenance Technology
Maharajpur, Gondar - 474005

SMS TEMPLATES

| | |
|---------------------------|---|
| Initial Message | <ul style="list-style-type: none"> • Type of Accident: Derailment (Consequential) • Date/Time: 29.08.2017/06.35. |
| SPECIMEN | <ul style="list-style-type: none"> • Railway: Central Railway. • Division: Mumbai CST, |
| | <ul style="list-style-type: none"> • Section: Igatpuri-Kalyan (BG, DL, Elect., A Route, Absolute) • Location: Bet. Asangaon and Vasind; At km 83/300-500. • Train No: 12290 Up Nagpur-Mumbai CST, Duranto Exp. • Load: 21 Coaches. • Description: Train Engine+09 Coaches (next to Train Engine) of 12290 Up derailed (out of which 05 Capsized) at km 83/300-500 bet. Asangaon and Vasind stations. • Up and Dn. lines blocked. • Suspected casualty: |
| Relief Arrangement update | <p>ARMV/Kalyan ordered/ _ hrs, left/ _ hrs, site arrival/ _ hrs.</p> <p>ART/kurla ordered/ _ hrs, left/ _ hrs, site arrival/ _ hrs.</p> <p>Officers Visiting Site:</p> <p>Stranded passengers clearance and arrangements (In case of Passenger Train derailment).</p> <p>Prima-facie Cause:</p> |

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. D0175 Safety (4, 6, 10/19/18)

New Delhi, dated: 11.03.2019

✓ The General Managers,
All Indian Railways.

NR

Managing Director: KIRIL

Note: Timely information of serious consequential train accidents to CRR.

Ref: Usual's letters of even number dated 19.03.2019.

File above mentioned letter dated 10/29/2016 (copy enclosed), it was reiterated by the Board that all the details of the serious consequential train accidents, including Prince George case, should be finalized within a reasonable time, through SRS or LAC, as per the enclosed format.

During the Board meeting held on 20/05/2019, the Board took note of the details sent to the SOH of 1-4995 Himalayas @area Baps in the New Delhi-Dehradun Cont. section on 20/05/2019. It also noted that primary cause of accident is not being, reported by the senior-most officer at the site in several cases and that Safety Dns have reiterated the existing instructions on the subject on 18/03/2019. The Board further directed that the GIBs shall ensure that these instructions are followed.

In view of the above, the General Manager, all Indian Railways, are requested kindly ensure that the instructions issued vide letter of even number dated 19/03/2019 are strictly followed.

(Vineet Kumar)
Principal Exst. Director-Safety,
Railways Board

Caps in: The ISOs; All India Railways including UIC and Metro Railways.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2017/Safety(A&R)/1918

New Delhi, dated, 17.09.2017

The General Managers,
All Indian Railways.

Managing Director/CRB.

Sub: Timely information of serious consequential train accidents to CRB.

Ref: Board's letter of even number dated 08.09.2017 and 17.09.2017.

Vide above mentioned letter dated 08.09.2017 (copy enclosed), on the directions of the CRB, all the General Managers were advised to give information of the serious consequential train accidents to him immediately on phone followed by a SMS with full details including Prima Facie cause, likely restoration time and alternate arrangements.

During the Board meeting held on 23.09.2017, it was noted by the Board that the prima-facie cause was not communicated by ECR and SR for the derailments that took place on 25.02.19 and 26.02.19 respectively in Sonapat and Palghat Divisions.

In view of the above, it is now reiterated that all the details should be relayed within reasonable time, through SMS or LCC, as per the guidelines.

(Vinod Kumar)
Principal Ex. Director/Safety,
Railway Board

Copies to: CSO/All Zonal Rlys & KRCL

कृपया जारी करें
OK 20/09/17



Government of India
Ministry of Railways
(Railway Board)

No.2017/Safety(A&R)/1918

New Delhi dt. 07.09.2017

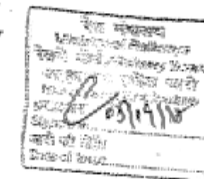
The General Managers,
All Indian Railways. and KRCLSub: Timely information of serious consequential
train accidents to CRB.

It has come to notice of Board that timely information regarding consequential train accident is not being given to Board even in cases of serious accidents. CRB has directed that all General Managers should give information of the serious consequential train accidents to him immediately on phone followed by a SMS. For the sake of uniformity and to ensure that no information is left out, the information should be provided as per enclosed SMS template.

This may be treated as **MOST URGENT.**

(Vinod Kumar)
Adviser/Safety
Railway Board

कृपया जारी करें
दीपचंद
05.09.2017



o/c

Section - III

**RAILWAY ELECTRIFICATION IN N. F. RAILWAY
SAFETY PRECAUTIONS ON ELECTRIFIED SECTIONS
OHE SAFETY RULES TO BE FOLLOWED IN ALL ELEC-
TRIFIED TERRITORY**

AS OHE VOLTAGE IS 25 KV, FOLLOWING PRECAUTION SHOULD BE TAKEN BY STAFF WHILE WORKING ON OHE as per AC Traction Manual Volume II

1. No work shall be done above or within a distance of 2 meters from the live OHE without a "permit To work".
2. Inductive effect occurs on large metallic structures such as fencings, structural steel of platforms running parallel to the track. They will have to be earthed suitably to afford safety.
3. Each working party shall be protected by at least two independent earths, one on each side of a working party.
4. If the distance between the working parties exceeds 100 meters, intermediate earth shall be provided in such a manner as to insure that the distance between earth done not exceed 100 meters.
5. Men shall be posted on both sides of the site of work to warn the working party of any approaching train on the same track and adjacent track.
6. For providing earth on the OHE fix the earthing clamp securely to a mast at least one span away after making sure that the mast to earth rail bond of this mast is intact.
7. Earthing clamps should always be fixed to the traction rail or mast first and then top clamp should be hooked to the OHE earthed.
8. For removing the earthing first remove the hook on OHE and then the clamp fixed to the rail or mast.
9. Two sections of conductors or ends of conductors which may have snapped should be separately earthed at two points after switching of supply to both parts of the OHE. This precaution should also be observed when working or in the vicinity of a sectioning point and cut in insulator.
10. Neutral section should be treated as live equipment and

Section -II**SAFETY DRIVES ISSUED DURING THE PERIOD**

XXR N.F.RAILWAY 26.03.2019

**DRM / KIR, APDJ, RNY, LMG & TSK
Sr.DSO, Sr.DOM/DOM KIR, APDJ, RNY, LMG & TSK
C/ Secy. to GM for kind information of GM
C/ Asstt. Secy. to AGM for kind information of AGM
C/ PCOM, PCME, PCEE, PCE, PCSTE, PCSC, PCCM,**

SUB:- SAFETY DRIVE ON PREVENTION OF FIRE

NO. T/308/50/S-1/2019 (.) AS ORDERED BY RAILWAY BOARD, A COMPREHENSIVE AND INTENSIVE SAFETY DRIVE ON PREVENTION OF FIRE INCIDENTS SHOULD BE LAUNCHED FOR A PERIOD OF 15 DAYS WITH EFFECT FROM 29/03/2019 TO 12/04/2019 INVOLVING OFFICERS AND INSPECTORS (.) DURING THE DRIVE SPECIAL EMPHASIS SHOULD BE GIVEN TO THE FOLLOWING ASPECTS:-

- 1) AVAILABILITY OF FIRE EXTINGUISHERS AT STATIONS AND ENGINES, /SLRS & ALSO IN AC COACHES AND ENSURE THAT THEY ARE IN PROPER WORKING ORDER.
- 2) FIRE SAFETY DRILLS TO BE CONDUCTED AND FRONTLINE STAFF TO BE TRAINED IN HANDLING THE FIRE EXTINGUISHERS/ FIRE FIGHTING SYSTEM.
- 3) CHECKING THE KNOWLEDGE OF ALL ESCORTING STAFF FOR ENSURING THAT THEY ARE WELL CONVERSANT WITH OPERATION OF FIRE-EXTINGUISHERS.
- 4) NO ELECTRICAL PROTECTION/FUSES IS BYPASSED. THERE SHOULD BE NO HANGING WIRES OR LOOSE END CONNECTION ETC.
- 5) DUSTBINS ARE PROVIDED AND REGULARLY CLEANED.
- 6) THERE SHOULD BE NO HOLES OR RECESSES AVAILABLE FOR PASSENGERS TO PUT PAPER / WRAPPERS/TISSUES ETC. ALL SUCH POINTS TO BE SUITABLY SEALED/BLOCKED.
- 7) THE TRAIN ESCORTING STAFF SHOULD BE VIGILANT AND

- PREVENT SMOKING INSIDE THE TRAIN AND IN TOILETS. ENSURE PROMINENT DISPLAY OF "NO SMOKING" SIGN IN THE TRAIN AT APPROPRIATE PLACES.
- 8) PREVENTION OF FIRE IN DIESEL LOCOMOTIVES:
 - a) ENSURE NO LEAKAGE OF FUEL OIL, LUBE OIL ETC.
 - b) ENSURE NO LEAKAGE OF EXHAUST GASES FROM THE MANIFOLD JOINTS, CYLINDER HEAD JOINTS ETC.
 - c) ENSURE PROPER CLEANING OF THE HEAT EXCHANGERS INCLUDING TURBO AFTER COOLER, LUBE OIL COOLER, CAR BODY FILTERS ETC.
 - d) ENSURING THAT THE CIRCUIT BREAKERS ARE NOT BYPASSED.
 - e) TO CHECK UNDER FRAME, FUEL/LUBE OIL LEAKAGE, SMELL OF LUBE OIL & SMELL/SMOKE FROM ALTERNATOR AND ENGINE ROOM DURING HALT INCLUDING PROPER TIGHTING OF NUT BOLTS ETC OF FUEL TANK.
 - f) AVAILABILITY OF FIRE EXTINGUISHERS AND ADEQUATE TRAINING TO STAFFS FOR THE USES AND ENSURE THEY ARE IN PROPER WORKING ORDER.
 - 9) PREVENTION OF FIRE IN AC/NON-AC COACHES INCLUDING PANTRY CARS:
 - a) ENSURE THAT STABLED RAKES ARE PROPERLY LOCKED AFTER CLEANING AND SWITCHING OFF LIGHTS & FANS.
 - b) USE OF STANDARD SIZE OF FUSE WIRE FOR INDIVIDUAL BRANCH LIGHT AND FAN CIRCUIT OF INDIVIDUAL BAYS IN TL COACHES.
 - c) ENSURE THE CLEANING OF FUSE DISTRIBUTION BOARD OF TL COACHES TO REMOVE ANY FOREIGN MATERIALS LIKE BIDI, CIGARETTE, PAPER ETC. INSERTED BY PASSENGERS.
 - d) ENSURE TIGHTENING & CLEANING OF BATTERY CONNECTION.
 - e) ENSURE THE AVAILABILITY AND REGULAR CLEANING OF DUSTBINS.
 - f) AVAILABILITY OF FIRE EXTINGUISHERS AND ADEQUATE TRAINING TO STAFF FOR THEIR USES.
 - g) ENSURE THAT NO EMPTY CARTONS, GUNNY BAGS OR

- ANY INFLAMMABLE MATERIALS IS KEPT IN THE KITCHEN AREA OR LPG CYLLINDER ROOM.
- h) WORKING OF OVER LOAD, OVER VOLTAGE PROTECTION DEVICES, USE OF STANDARD SIZE FUSES, MCBs & PROPER EARTHING, WIRING & INSULATION SPECIALLY AT JOINTS/JUNCTIONS.
 - i) ELECTRICAL JUNCTION BOXES ARE NOT TO BE KEPT IN OPEN CONDITION IN THE PANTRY CAR.
 - j) NO TAPPING IS BEING TAKEN FROM ANY OF THE ELECTRICAL POINTS.
- SUITABLE FOLLOW UP ACTION SHOULD BE TAKEN ON ALL DEFICIENCIES AND IRREGULARITIES NOTICED DURING THE DRIVE (.) RESULTS OF THE DRIVE SHOULD BE SENT TO Pr. CHIEF SAFETY OFFICER, MALIGAON BY 16TH OF APRIL 2019 (.)
TREAT THIS URGENT (.)

SD/-
(A Horo)
Dy.CSO/TFC/MLG
For Chief Safety Officer

2. The firing tools must be handled with great care, and special care should be taken to see that THESE TOOLS ARE NEVER LIFTED OR RAISED TOWARDS THE OHE. Tools must always be placed in their respective positions after use.

3. A jet from a hose should never be directed towards the OHE. The jet of water should only be directed horizontally far away from the live OHE and not vertically.

10404 Loading of Fuel

1. The loading of coal or fuelling of the locos shall only be carried out in yards outside the Electrified zones.

2. The height of the coal in the tender must not be more than 4.28 m above the rail level on BG and 3.65 m above rail level on MG.

10405 Watering of Steam Locomotives

Whatever may be the height of the contact wire, NO ONE SHOULD CLIMB ON THE TENDER to open the cover of the water tank or to insert the funnel of the water column. Water columns have been suitably modified for operation from ground level. Only the operating rods provided should be used for this purpose.

10406 Crane Working

No crane shall be worked on or near traction overhead equipment unless an authorised representative of the OHE section is present. When so working, care shall be taken to avoid hitting or damaging OHE structures.

10407 Decorative Fittings

No decorative or extension pieces be attached to the chimney of a steam locomotive that would raise its effective height.

10408 Engines Owned by Outside Parties

The safety precautions mentioned above are equally applicable to locomotives owned by Steel Works or other factories in the neighbourhood of electrical sections that are likely to work in electrified sidings for shunting or other purposes. The special safety rules to be observed in electrified sections should be advised by Sr. DEE (TrD) to parties owning such locos and their written assurance obtained that their operating staff have been made familiar with these rules.

earthed separately at two points on either side of the work party before commencing work.

11. When work is to be carried out on an isolator, both sides of the isolator should be earthed at two points.
12. No fallen wire shall be touched unless power is switched off and the wire suitably earthed.
13. In electrified track, steel tape or metallic tape or tape with woven metal reinforcement should not be used.
14. Ropes comes along clamps, Max Pulley should be tested once in month in the presence of JE-TRD.
15. All the staffs wear helmets to protect their heads against any tools or equipment which accidentally may drop down.
16. Staff should protect themselves against an inadvertent fall by wearing a safety belt for supporting themselves by a rope sling.
17. Ropes used with ladders should be cotton or jute. Use of metallic rope is prohibited. A ladder should be held by one person on ground to prevent slipping, while the top end should be tied to the supporting structure or conductor to keep it in position and prevent it sliding away.
18. Ladder shoulder never be allowed to fall on or rest against the contact wire.
19. More than one person shall not normally be allowed on ladder as far as possible.
20. Climbing on ladder with wet or slippery foot wear is forbidden.
21. A rope should be used to pass tools or any equipment to the men working on a ladder.
22. No one should stand directly below a work spot under a ladder.
23. The strength of the anchoring rope should not be less than of the cable to be anchored.
24. It is important that staffs who ask for power block should know the correct method of identifying and describing any section of OHE where shutdown is required.
25. Whenever there is a doubt in the description, the person asking for power block shall state clearly the track and OHE structure numbers between which works is to be done.
26. All messages relating to shut down and restoration of power supply, permit to work, issued over the telephone shall invariably be supported by exchange of private numbers and

repeated twice.

27. Do not tie the rope on rail without taking traffic block.
28. It is necessary to take traffic block while working on tunnel or bridge.

10400 Induction Effects of 25 kV ac 50 Hz Single Phase Traction

1. The attention of all railway staff is drawn to the fact that under 25 kV ac 50 Hz single phase traction, there is heavy induction on all metallic structures and conductors in the vicinity of the track. The induction is two-fold:

- a) Electro-static, which results from the high potential of 25 kV on the OHE system.
- b) Electro-magnetic, which is proportional to the currents passing from the sub-station to the OHE to the locomotives / EMUs and back partly through the track and partly through the earth.

2. Those who have been used to work on dc traction are liable to overlook taking adequate precautions required to guard themselves against the dangerous inductive effects of 25 kV ac system. Attention is therefore specially drawn to the need for taking adequate precautions.

3. The voltage induced is quite appreciable on overhead conductors running parallel to the tracks depending on the length of parallelism. This explains why most of the overhead telecommunication lines are replaced by underground cables. Special protective measures are required to reduce the adverse effects of induction.

4. In a railway yard, voltage of the order of 200 volts may be induced on yard lighting mains situated 8 m away from the centre of a double-line track, if it runs parallel to the 25 kV lines for a distance of about 270 m; it could be several thousand volts when parallelism is much longer. In such a case, a dangerous voltage due to induction will exist even after power supply to the line has been switched off. No one shall therefore attempt to work on any overhead line running alongside the electrified tracks without taking special precautions of earthing on both sides of the work. Before a section is electrified, the necessary modifications to distribution lines in all stations and yards should be carried out, so as to limit the induced voltage within

permissible values, but this by no means obviates the need of earthing the lines on both the sides of the working party. Earthing should be done individually by each working party as close to the work-spot as possible. The distance between the two earths shall not exceed 1 km.

5. Such inductive effects occur on large metallic structures such as fencings, structural steelwork of platforms running parallel to the track. They will therefore have to be earthed suitably to afford safety.

6. Inductive effects also show themselves on any metallic conductor, such as metallic clothes - lines, power lines and lines belonging to private parties running parallel and close to the electrified tracks. Wide publicity should be given to the effects of induction so that special precautions are taken by the private parties.

WORKING OF STEAM AND DIESEL LOCOMOTIVES IN ELECTRIFIED SECTIONS

10401 Prevention of Smoke Pollution

Pollution of OHE insulators due to smoke on account of operation of steam locomotives causes appreciable operating and maintenance difficulties. To reduce pollution to the minimum, the following precautions shall be taken:

1. No steam locomotive should be left standing with the chimney under an OHE insulator. Stabling of steam locomotives with chimneys under traction structure is prohibited.

2. Continuous blowing of safety valves, sudden opening of blower and priming through exhaust steam should be avoided as they cause flashover of insulators resulting in severe consequences. Sudden starting of a steam engine shall also be avoided as it may cause slipping of wheels which would result in priming through exhaust steam, which in turn may cause flashover.

10402 Standing on Boiler Shell or Tender

Staff are warned of the danger of standing on the boiler shell or tender when stabled under live OHE as it may result in electrocution.

10403 Working the Fire-Spraying, Advancing of Fuel and Handling of Tools

1. Special care must be taken while firing coal or raking fire to ensure that the TOOLS DO NOT GET WITHIN THE DANGER ZONE of the OHE. Spraying of coal with water under electric overhead lines is forbidden.

keys should never be kept in a bunch, but hung on individual pegs provided for each. The description of each key shall be painted above each peg to avoid confusion.

2. When the watering section of a particular platform is required to be made dead and earthed for watering of carriages, the ASM on duty shall give the key of the lock of the enclosure of the controlling interruptor/ isolator of the platform to the linesman on duty and getting his acknowledgment in a "Key Register" to be provided for the purpose at the station. This key shall be handed over immediately on arrival of the passenger train concerned, if hauled by an electric loco. If, however, the train, the carriages of which are to be watered, is not hauled by an electric locomotive, the key may be handed over to the linesman even prior to the arrival of the train in question so as to save time, provided the earlier isolation of the watering section does not interfere with the movement of the other train. (It is to be understood that the handing over of the key of the interruptor enclosure to the linesman amounts to the requisition for a power block).

3. The ASM shall ensure that no electric locomotive with raised pantograph is allowed to enter a watering section till the watering linesman returns the key back to the ASM and signs in the Key Register.

10415 Watering of Carriages

On receipt of the "permit-to-work" key of the concerned watering section, the TXR-in-charge of watering shall personally check that the key received by him bears the correct number and relates to the concerned

watering section on which the carriages to be watered are standing. The TXR-in-charge shall also ensure that the train is standing within the limit of the watering section bounded by the danger limit boards on the overhead traction wires. He will then arrange to fix yellow flags (or yellow lights by night) on either end of the train high enough to be visible from the carriage roof. He will at the same time hand over to each of his men who are to go up on the roof of the carriages, a number badge of the legend and description shown in Fig. 4.03 as the authority to go on the carriage roof for the watering.

Only the staff holding the badges mentioned above are authorised to go to the roof of the carriages and water the same. The badges when not in use, shall be kept in the personal custody of the TXR-in-

II. WATERING OF CARRIAGES IN ELECTRIFIED SECTIONS

10409 Watering Arrangements - Basic Precautions

With electrification, 'side filling' arrangements for coaches have been introduced as a long term measure, in lieu of overhead filling arrangements which necessitate shut down of power for watering and other precautions. Since all carriages have not yet been provided with side filling arrangement, special arrangements have been made for overhead watering of carriages in some electrified stations. The following precautions must be observed in such interim arrangements:

- (1) If the carriages are standing on lines having overhead traction wires, nobody shall get on to the roofs of the carriages unless the overhead traction wires above are made dead and earthed.
- (2) Staff getting on to the roofs of the carriages for watering, after the overhead traction wires above such carriages are made dead, should be warned against carrying long poles or any other articles which may come within the danger zone, that is within 2 m of the live traction wires on the adjoining lines. They should also be warned about the risk of extending the water hoses or any part of their body or directing water jets within the danger zone i.e. within 2 m of live overhead traction wires.

10410 Watering Section

1. For the purpose of isolation and earthing the OHE, wires above the watering arrangements for each platform will form a separate elementary section i.e. different platforms will have different watering sections. This is to ensure that isolation of each platform can be done independently. The limits of each watering section shall be marked by danger limit board (Fig. 4.01) hanging from the catenary at either end. These constitute the limits within which alone watering of the carriages may be done. In Fig. 4.02 CD is the watering section. Separate interruptors or isolators shall be provided for controlling supply to each watering section. Keys for such interruptors/isolators shall be provided with metal tags on which the numbers of the interruptors/isolators are punched.

2. A neutral section about 12 m long bounded by section insulators is provided at either end of each watering section. The purpose of the neutral section is to afford additional protection to the watering

section against approach of any electric locomotive or any other type of "feeding in" from the live sections on either end. In Fig. 4.02, BC and DE are the neutral sections.

10411 Controlling Switches

1. 'L' is the locally operated interruptor/isolator at the end of the platform in a separate enclosure. The key for the enclosure is with the ASM on duty.
2. S1 and S2 are manually operated isolators - one at each end of the watering section, the purpose being to switch off power from the respective small neutral sections and to earth the two ends of the watering section. For this purpose the two isolators are provided with earthing heels.
3. Elementary sections AB and EF are normally live.
4. A feeder line for maintaining continuity (shown dotted in Fig 4.02) is carried on the OHE structure having super masts.

10412 Sequence of Interlocking and Operation

The following are the interlocking arrangements and the sequence of operations:-

1. The enclosure to interruptor/isolator "L" is locked and its key is with the ASM on duty. When required, the ASM issues it to the linesman, only against a receipt on the register kept for the purpose.
2. If an interruptor is provided, on its frame is mounted the opening key which is accessible only after the enclosure to the interruptor is opened. This ensures that no one can open the interruptor, without taking the key of the lock of the enclosure from the ASM. The tripping key is normally back locked in the lock on the interruptor frame. It can be extracted from the lock only after the interruptor is opened to switch off supply to the watering section. Similarly, when an isolator is provided it can be opened only by the linesman on receipt of its key from the ASM on duty. For opening the (main) isolator 'L' the additional precautions detailed in the Chapter VI of Vol. II of this Manual shall be observed.
3. Each of the isolators 'S1' and 'S2' is provided with a double lock. The opening key extracted as above from interruptor 'L' when inserted in S1 and turned, releases the operating handle of S1. If the isolator S1 is now opened or closed, a key K1 (normally back-locked in the

double lock on S1) is released, simultaneously locking the operating handle as well as the opening key. This ensures that once the key K1 is in the hands of the operator, the interruptor 'L' as well as isolator S1 cannot be operated. The key K1 as obtained now is known as the isolator interlocked key.

4. Key K1 is taken to the other end of the platform and inserted into the double lock of S2. This releases the operating handle of S2 and if isolator S2 is now opened another key K2 normally back-locked in lock of S2 is released. This key is handed over to the TXR in charge by the authorised person as an assurance that the supply to the watering section is cut-off and made dead and earthed. Key K2 is known as the "permit-to-work" key.

5. The details given above and in subsequent paras are mainly for watering sections controlled by interruptors. The same principles however apply for watering sections controlled by manually operated isolating switches, though the details vary somewhat between installations at different stations.

10413 Persons Authorised to Open Interruptors and Isolator Switches

No staff of rank lower than a linesman working under the Traction Foreman (OHE) is authorised to open or close the interruptors or isolators controlling power supply to the overhead traction wires in the watering section.

A list of names of the authorized linesmen duly signed by the Traction Foreman (OHE) shall be exhibited prominently in the office of the ASM and the TXR of the station concerned. Each such linesman should also carry an identity card with photograph or specimen signature.

It will be the duty of the linesman concerned to report to the ASM on duty at least half an hour before the scheduled arrival of a train. No linesman on duty shall leave his place of duty until he has been properly relieved by his reliever and that too after his reliever has been introduced by him to the ASM on duty at the time.

10414 Custody of Keys

1. The keys of the interruptor enclosures and isolators shall be inscribed with the distinguishing marks and locked in glass-fronted Key box and kept in the personal custody of the ASM on duty. The

- 3) Pipelines in the vicinity of the track should be properly earthed.
- 4) Minimum 2 m electrical clearance from live OHE of the adjacent track or any other equipment nearby must be maintained.
- 5) During service operations, the continuity of track and the contact wire should be set up at the same time the link between the track and petroleum facility should be opened.
- 6) The isolators at the neutral section of OHE should be kept open, OHE made dead and earthed.

**PRECAUTION TO BE TAKEN BY P.WAY STAFF IN RE
TEERITORY.**

RULES APPLICABLE TO BE PERMANENT WAY STAFF

(Indian railway AC Traction Manual VOL.-I)

10420 : General

These instructions have already been included in the supplement to Part 'J' of Chapter II of the Indian Railway Permanent Way Manual. These instructions lay down precautionary measures to be observed by railway personnel working in the vicinity of the tracks equipped with 25 KV ac OHE. These have already been included in the supplement to Para 'J' of Chapter II of the Indian Railway Permanent Manual which are introduced below.

10421 : Need for Precautions:

Precautions are required to be taken on account of the following:

- (a) Proximity of a live conductor. The risk of direct contact with live OHE is ever present while working in electrified sections such as for painting of steel work of through spans of bridges and platform covered sheds.
- (b) Build up of potential due to return current in rails: The return current in the rails may cause a potential difference.
 - (i) between rail and the surrounding mass of earth.
 - (ii) between two ends of the fractured rail.
 - (iii) between two rails at an insulated joint.
 - (iv) between earth and any other metallic mass.
- (c) Building up of potential due to induction in metallic bodies situated close the OHE. It is important to note that dangerous voltages may be induced in metallic masses such as fencing posts in the vicinity

charge of watering under lock and key. Any loss of the badge shall be notified immediately and the badge cancelled.

The TXR shall ensure that his staff deputed for watering are conversant with the following precautions:

1. Watering operation shall be confined to the limits specifically marked by "Danger Limit Boards" hanging from the catenary wire of the OHE above the concerned watering section.
2. The hydrants shall not be opened till the other end of the hose pipe has been inserted in the overhead tank of the carriage.
3. The hose pipes shall not be withdrawn from such overhead tank, till the hydrant has been closed.

Precautions 2 and 3 above are necessary to avoid accidental contact of a water jet with the live overhead traction wires of the adjacent tracks.

Each platform adjoining the watering section shall have a small area marked with the legend "Watering Gang". Each of the staff deputed for watering shall be instructed to assemble in this area as soon as watering is completed or they are signalled to stop watering and get down from the roof of the carriages.

On completion of the watering, the TXR-in-charge of watering shall collect the authority badges given to his men and ensure that all the badges have been returned and there are no men on the top of the carriages in the watering section. The TXR shall also ensure that no material has been left on the carriage roof and that all the watering hoses have been brought down and the watering hydrants closed.

10416 Restoration of Supply

On receipt of the permit-to-work key the linesmen on duty shall proceed to restore supply as under :-

He shall insert the "permit-to-work key" in the double lock of the isolator switch S2 and turn the same. This will release the isolator switch handle which shall then be operated to close the isolator. After this operation the isolator interlock key shall be extracted from the double lock and taken to isolator S1 and inserted in its double lock and turned. This will release the operating handle of isolator S1 which shall then be closed, thus back-locking the isolator interlock

key. The interruptor opening key may then be taken out and inserted in the key hole of the interruptor lock and turned after which operation the interruptor should be closed. The interruptor enclosure shall then be closed and locked and the key returned to the ASM on duty. The returning of the key to the ASM on duty signifies that the power block has been cancelled. The linesman on duty returning the key shall sign the Key Register entering the time at which the key is returned. The ASM on duty shall also sign the register in acknowledgment of having got the key back.

On receipt of the key the ASM shall arrange to start the train.

10417 Key Register

Each watering station shall have a key register for recording the interchange of keys between the ASM on duty and the linesman. This key register will have the following columns:

1. Date
2. Description of the key
3. Watering Section No.
4. Train No.
5. Time made over
6. Signature of the linesman
7. Time returned
8. Signature of the linesman
9. Brief reasons for delay if any
10. Signature of ASM on duty

Safety depends essentially on the proper exchange of the keys and correct record of the same. All exchange of keys shall take place directly between the persons concerned and not through messengers. The custody of any key shall be the responsibility of the person possessing the same at the time.

10418 Loss of Key

In case of loss or damage to any key controlling the switching arrangements to the watering section, the same should be reported at once to the TPC over phone and by XXR message addressed to the Sr.DEE(TrD), Sr.DOM and Chief Controller of the Division. The Sr.DEE(TrD) shall make immediate arrangements for the provision of a new locking system requiring a different set of keys.

During such period the TXR-in-charge of the watering shall personally be responsible for making dead and earthing the overhead traction wires of the watering section concerned. He shall arrange to lock the operating handles of the interruptor 'L1 and isolator switches S1 and S2 by his own padlocks, the keys of which shall be in his personal custody-till the watering is completed and the brass badges authorizing his staff to go on the top of the carriages for watering are returned to him.

III. LOADING AND UNLOADING OF PETROLEUM PRODUCTS

10419 Precautions to be Observed

In order to avoid any sparking during loading or unloading of petroleum products at the petroleum siding, electrical continuity must be maintained between the earth systems of petroleum installations, the track and electric overhead traction installation. The loading zone should be insulated from the rest of the railway net-work during loading and unloading operations. The following precautions / arrangements would be necessary.

Arrangements

- 1) Provision of an equipotential link between the earth system of petroleum siding installations and the track via a switch.
- 2) Setting up of neutral zones (insulating joints) in the track to avoid any risk of propagating stray current.
- 3) Setting up neutral zones/sections in the contact and catenary wires similar to loco inspection pits.
- 4) Provision of longitudinal bonds on both the rails as well as transverse bond (30 m intervals) on the track. All masts and metallic structures in the vicinity of the track/siding should be provided with structure bond.
- 5) Provision of 10 Ohm earths connected to the petroleum siding on each side at the insulated joint.

Precautions

- 1) No oil tanker is permitted to stable under live OHE for inspection purpose.
- 2) Fueling to be done by side filling arrangements only.

equipment. The following precautions shall, therefore, be taken.

1. The Section Controller on receipt of an advice of a break in traction overhead lines shall immediately advise, by the quickest possible means, the signal maintenance and operating staff of the section where the catenary/contact wires have broken.
2. If abnormal working of any equipment is noticed, its working shall be immediately suspended and necessary action under the rules shall be taken.
3. On receipt of the intimation from the Section controller the staff responsible for the maintenance of signalling of the section shall immediately proceed to the site and test all signalling circuits and allied equipment paying particular attention to the outdoor signaling gear to check if any damage has taken place. An authorized representative of the Signal Department shall submit a certificate that everything is working all right and send it to his superiors along with a detailed test report as soon as possible.

ACTM: 10431 Works on Signal Posts and Fittings.

1. No staff shall work on any portion of a signal post or its fittings falling within a distance of 2 m from a 25 Kv live OHE or a metal part electrically connected to this OHE unless such portion is protected with a metallic screen in accordance with approved instructions.
2. If for any reasons the protective metallic screen is not provided, the staff shall not undertake any work on those portions of the signal or its fittings falling within 2 m of 25 Kv live OHE, unless power to the 25 Kv live OHE has been switched off and a 'permit to work' has been obtained. To draw the attention of the staff in such cases a red band 10 cm wide shall be painted all around the signal post at a height of 3 m above the rail level.
3. The inspectors of the Signal Department and the Station Masters shall explain these instructions to the staff working under them and ensure that they are correctly understood.

ACTM: 10432 Precautions against build up of Potential due to Return Current in Rails.

1. The flow of return current in the rails may cause a potential difference to build up between:

of tractions conductors. To avoid possibility of shock due to such voltages the metallic structures are bonded together and earthed.

10422: General precautions :

The precautions laid down below must be followed under all circumstances in sections equipped for 25 Kv Ac single phase, 50 Hz. Traction in addition to those referred to Indian Railway Permanent Manual.

1. No work shall be done above or within a distance of 2m from the live OHE without a 'permit' to work.
2. No part of tree shall be nearer than 4m from the nearest live conductor. Any tree or branches likely to fall on live conductor should be cut or trimmed periodically to maintain this clearance. Cutting or trimming should be done by engineering staff in the presence of authorized staff of the OHE section.
3. No fallen wire or wires shall be touched unless power is switched off and the wire or wires suitably earthed. In case the wires drop at a level crossing the Gate-keeper shall immediately make arrangements to stop road traffic and keep the public away.
4. As far as possible closed wagons shall be used for material trains. In case open or hopper wagons are used, loading and unloading of such wagons in electrified tracks shall be done under the supervision of an Engineering Official not below the rank of a Permanent Way Mistry who shall personally ensure that no tool of any Person shall ensure that no tool of any part of the body of the worker comes within the 'danger zone'; i.e. within 2m of the OHE.
5. Permanent way staff should keep clear of the tracks and avoid contact with the rails either when approaching or reaching the work - spot when an electrically hauled train is within 250 m.
6. When unloading rails alongside the track, it should be ensured that rails do not touch each other to form a continuous metallic mass of length greater than 300m.

10423: Continuity of track

During maintenance or renewal of track, continuity of the rails serving electrified tracks shall invariably be maintained. For bridging gaps which may be caused during removal of fish plates or rails, temporarily metallic jumpers of approved design shall be provided as under :

a. In case of a rail fracture the two ends of the fractured rail shall be first temporarily connected by a temporary metallic jumper of approved design. In all cases of discontinuity of rails, the two parts of the rails shall not be touched with bare hands. Gloves of approved equality shall be used.

b. In the case of track renewals, temporary connections shall be made as shown in fig 4.05.

c. In the case of a defective or broken rail bond, a temporary connections shall be made as in (a) above.

d. Before fish plates are loosened or removed, temporary connections shall be made as in (a) above.

10424: Permanent Way Tools:

Permanent way tools along with the gloves shall be used in the manner as approved by the Chief Engineer of the Railway.

10425 Track circuited Rails:

In track circuited areas where the rail/s has/have insulated joints, such joints shall not be bridged with bare hands or any articles. Similarly simultaneous contact with an insulated section of rail/s of the same or other tracks shall be avoided.

10426: Care in Handling of Pipes etc.

Use of rails as a foot path, a seat or for such other purposes is strictly prohibited. Particular care shall be taken when carrying or handling long pipes, over hanging on the shoulder or otherwise to avoid all possibility of such objects and work pieces coming inadvertently in contact with or within 2m of live equipment.

10427: Steel measuring tapes not to be used:

In electrified tracks, steel tape or metallic tape or tape with woven metal reinforcement should not be used.

10428 : Traction Structures Foundation

1) The top of foundation block of track structures shall be kept clear of all materials and kept tidy.

2) While excavation the foundations not be exposed and there should be no risk of sinking of the foundations.

PRECAUTION TO BE TAKEN BY S& T STAFF IN RE TERRITORY

ACTM: 10429 Effect of 25 KV ac, 50 Hz, Single Phase Traction on S&T Equipment

1. Any circuit in the vicinity of 25kv ac OHE is influenced by electrostatic and electromagnetic induction. The electrostatic induction is practically eliminated by transferring S&T circuits into underground cables protected with metal sheath. The electromagnetic induction causes various currents and voltages to develop in conductors parallel to the track. These include the rails, traction return conductor where provided, cable sheath, any other conductors in the vicinity and S&T circuits. The voltages that occur in the conductors appear potential gradients. The value of induced voltage depends on various factors such as:

(a) Length of parallelism between the cable conductor and electrified track.

(b) Soil conductivity.

(c) Screening efficiency of cable sheath where existing.

(d) Return current through the rails and return conductor where provided.

(e) Mutual inductance between catenary and cable conductors.

(f) Current in the OHE.

Appropriate precautions to overcome the effects of the induced voltages therefore have to be taken by S&T department.

Other aspects in which S&T equipment is affected are:

(i) OHE structures and fittings affect visibility of signals to some extent and may come in the way of a Signal.

(ii) Restrictions come in the path of traction return currents on section provided with track circuits.

2. Essential precautions to be taken while working on signalling and telecommunication installations as described. Reference may also be made to Chapter XVII of the Indian Railways Telecommunication Manual.

ACTM:-10430 Precautions in the Event of Breakage of Wires.

Should a catenary or contact wire snap and falls on the running track, it is possible that the fault current may damage signalling

on the basis of clearance checked with the help of the above mentioned charts subject to the speed restrictions. However, when sanction of CRS is required to be obtained for movement of any particular ODC, a specific reference should be made to CEE and a certificate obtained from him in the following form.

Certified that the minimum height of contact wire on the section over which the consignment is to move is not less than except at the following locations where restrictions are indicated below should be observed:-

| Section | Location | Height of | Power 'ON' | Speed Restriction |
|---------|----------|--------------|------------|-------------------|
| | | Contact wire | or 'OFF ' | |
| | | | | in km/h |

10437 Power Blocks for Movement of ODC

When an ODC is permitted to be moved in an electrified section with the OHE power off, it will be the responsibility of the Section Controller to arrange with the TPC for power to be cut off before admitting the ODC into the section. An authorized representative of the Traction Distribution Branch will obtain confirmation from TPC by message supported by private number that power has been switched off and then issue a memo to the Guard of other traffic official in charge of the train to the effect that power has been switched off over the specified section. Only on receipt of such memo may the train carrying the ODC be allowed to enter the section.

Note: Since such a memo is not a "permit to work", earthing of the OHE is not necessary.

VII. OTHER PRECAUTIONS

10438 Movements of Rubber Tyre Vehicles on Railway Wagons.

All metallic parts of rubber tyre vehicles which are transported on railway wagons through 25 KV electrified areas, shall be earthed to avoid the effect of induction.

10439 Hoarding Boards.

Hoarding boards provided in the vicinity of electrified tracks should be located at a safe distance from the track so that the event of their supporting structures being damaged during agitation or storms it should not fall on the OHE or infringe the track. For this purpose, CCS and CPRO will ensure that while granting approval for erection of hoardings boards, it must be ensured that not only these are located at the safe distance from the track but also their structural arrangements are properly secured.

(a) two rails at an insulated joint of the track circuit at an ordinary joint in case the fish plates are broken.

(b) two ends of a fractured rail;

(c) an insulated rail and the rail used for the traction return current ; and (d) the rail and the surrounding mass of earth.

2. Whenever staff have to work on installations which are in direct contact with the rails, they shall :

(a) use tools of the type approved for the purpose by the Chief Signal and Telecommunication Engineer of the Railways ; and

(b) observe the provisions of Chapter II of the Indian Railways Permanent Way Manual .

ACTM:-10433 Precautions against Induction Potential in Metallic Bodies.

Voltage will be induced in signalling and telecommunication circuits when the length of the parallelism to the track is appreciable, due to normal load currents or short circuit current in the event of a fault on the traction system. Dangerous potentials may also develop in circuits with earth connection if the earth connection gets broken for any reason. Consequently every time staff have to work on signalling and telecommunication circuits along with 25 Kv ac electrified lines, they shall take precautions to protect themselves and the equipment as prescribed by the S&T Department.

Some of the important precautions are however given below:

(a) Rubber gloves and tools with insulated handles should be used.

(b) When the work to be done is of such a nature that rubber gloves cannot be used, splitting of the circuits into sections to reduce the length of parallelism and earthing them to 'drain out' the voltage should be adopted. Both the steps should be taken simultaneously. If these protective measures cannot be applied, staff must get insulated from ground by using rubber mats or other approved form of protection.

(c) The line wires of the electric block instruments are likely to get heavy induced voltages and every time the staff handles the line wire terminals of the block instruments, they must observe the provisions of paras (a) and (b) above. Line wire terminals should be painted red to remind the maintenance staff of the danger. The maintenance inspectors shall explain the meaning of this painting to the maintenance staff and ensure that it is correctly understood

by them.

(d) Before cutting the armour or the lead sheath of a cable or the wires in the cable, an electrical connection of low ohmic resistance should be established between the two parts of the armour or the sheathing and the wires that are to be separated by cutting.

**RULES APPLICABLE FOR OVER-DIMENSIONED CONSIGN-
MENTS IN
ELECTRIFIED SECTION
INDIAN RAILWAYS-AC TRACTION MANUAL-VOLUME1**

10434 Definitions of Over-Dimensioned Consignments (ODC)

When a consignment whose length, width and height are such that one or more of these infringe Standard Moving Dimensions at any point during the run from start to destination, then the consignment is called an Over-dimensioned consignment (ODC). It is also known as out-of -gauge load.

If any consignment exceeds the following dimensions, it is to be treated as ODC or over dimensioned consignment.

| | BG | MG |
|----------------|----------|----------|
| a) Length | 13716 mm | 12192 mm |
| b) Height | | |
| i) at centres | 2743 mm | 2540 mm |
| ii) at corners | 2134 mm | 2134 mm |
| c) Width | 2997 mm | 2540 mm |
| d) Top width | 610 mm | 610 mm |

10435 Classifications of ODCs

ODCs are classified as under:

'A' class ODC having clearance (i.e. clearance measured under stationary conditions) as 228.6 mm and above from the fixed structures but infringes the standard moving dimensions.

'B' class ODC having gross clearance of 152.4 mm

'C' class ODC having clearance of less than 152.4 mm but more than 76.2 mm.

10436 Precautions for Movement of ODCs in 25 Kv ac Electrified Sections.

The following precautions must be observed for transport of ODCs

in the electrified sections:

1. Movement of ODC shall undertaken only after sanction of competent authority has been obtained.

2. In all cases where ODC is to be moved, staff accompanying the ODC shall remember that the OHE is 'live' except when a power block has been obtained from the traction officials. Even when a power block has been obtained, all lines other than those for which the power block has been granted are to be treated as 'live' at 25Kv.

3. The following are the prescribed clearances from contact wire for the passage of ODCs through electrified sections and the special restrictions required:

a) Special speed restriction is not required when the gross clearance is more than 390 mm.

b) Speed must be restricted to 15 km/h when the clearance is between 390 mm and 340 mm.

c) Speed must be restricted to 15 km/h and power to OHE must be switched off when the clearance from the contact wire is less than 340 mm.

4. No consignment with less than 100-mm clearance from the overhead contact wire will be permitted in a 25 KV electrified section.

5. A representative of the OHE section should accompany all ODCs having clearance as specified in items 3(b) and 3(c) of item (3) above, to supervise safe movement of the ODC at locations where clearance from the contact wire is critical.




6. A representative of the OHE section should also accompany ODCs having width more than 1981 mm for BG (and 1910 mm for MG) from centre line of track.

7. Section Controller and Traction Power Controller must coordinate while an ODC moves in electrified section in order to ensure that OHE masts are not damaged at locations where the clearance is critical.

8. A list of structures where the clearances are restricted in the electrified section and also the clearance, available under the over-bridges should be with the Section Controller and TPCs.

9. To facilitate checking of clearance from the Contact wire for over-dimensioned consignments, the Operating and Engineering branches at the Divisional and Headquarter level should have with them up-to-date charts showing location of the minimum height of contact wire and clearances of OHE structures in the electrified section. The Operating Department may permit movement of ODCs

GM safety award for the month of March - 2019

| SN | Name | Designation | Citation |
|----|---|---|---|
| 1. |  | Ziyau Haque SSE/Sig/ KIR | On 10.03.19 while checking track circuit in LAV yard Point no. 107TC, he detected Breakage of Tongue Rail approx 210mm area. He immediately informed on duty SM/LAV and also issued written memo to stop train movement over the point. Thus a probable accident was saved. |
| 2 |  | Sanjay Kumar-I LP/Goods/NJP | On 14.03.19, while working DN FSTP Coal and while passing between Harishchandrapur – Bhaluka Road section, he felt jerk at KM 182/7-8 and immediately controlled the train. He checked the track and detected "Rail Fracture" and immediately informed the matter to CHC/KIR through PRC/KIR. Due to his alertness a probable mishap was averted. |
| 3 |  | Birbal Tiwari Goods Guard KIR | On 27.03.19, while working Up FCBK Food Grain and while passing between Panjipara – Gaisal section, he felt jerk at KM.72/0-71/9 and detected "Rail Fracture" He immediately controlled the train and informed on duty SM/GIL through written memo. Thus, due to his alertness a major accident was saved. |
| 4 |  | Sudhakar Sharma LP/Mail/Exp/ APDJ | On 13.03.19 worked by 15768 Dn, while passing APDJ – Raja Bhatkhowa (RVK) section at KM 161/8-9 noticed a herd of elephants were crossing the railway track. He immediately applied emergency brake and stopped the train at a short distance from the herd of elephant. Due to his alertness and timely action a probable accident was averted. |
| 5 |  | Madaka Srinivas Rao Sr.ALPI/APDJ | On 13.03.19 worked by 15768 Dn, while passing APDJ – Raja Bhatkhowa (RVK) section at KM 161/8-9 noticed a herd of elephants were crossing the railway track. He immediately applied emergency brake and stopped the train at a short distance from the herd of elephant. Due to his alertness and timely action a probable accident was averted. |
| 6 |  | Ashish Kumar Roy LP/Pass/APDJ | On 26.03.19 worked by 55726 Dn Ex APDJ to NJP, while passing Bagrakot (BRQ) – Sevok (SVQ) section just crossing the curve at KM 32/8-9 noticed one big tree fallen on the track. He immediately applied emergency brake and stopped the train at a short distance from the obstruction. Due to his alertness a probable accident was averted. |
| 7 |  | Akash Kumar Anshu Sr.ALPI/APDJ | On 26.03.19 worked by 55726 Dn Ex APDJ to NJP, while passing Bagrakot (BRQ) – Sevok (SVQ) section just crossing the curve at KM 32/8-9 noticed one big tree fallen on the track. He immediately applied emergency brake and stopped the train at a short distance from the obstruction. Due to his alertness a probable accident was averted. |
| 8 |  | Manik Chandra Dey LP/Pass/LMG | On 06.03.19 worked by 14020 Up, while left Hawaipur (HWX) station suddenly observed two elephants crossing the railway track at KM 167/4-6 between HWX – LKG (Lamsakhang). He immediately applied emergency brake and stopped the train. Due to his alertness and prompt action a mishap was averted. |
| 9 |  | B. K. Bharati ALPI/LMG | On 06.03.19 worked by 14020 Up, while left Hawaipur (HWX) station suddenly observed two elephants crossing the railway track at KM 167/4-6 between HWX – LKG (Lamsakhang). He immediately applied emergency brake and stopped the train. Due to his alertness and prompt action a mishap was averted. |

VIII COMPETENCY CERTIFICATE

10440 Competency Certificate and Courses for Assistant Station Masters/Guards of EMUs.

All staff who are required to work in electrified territory must have undergone a course in Electric traction so that they are made familiar with the working rules in the electrified sections. ASMs are also sometimes required to operate isolators at the station premises for which necessary training is to be imparted. Similarly, the guards of the EMUs are also required to undergo an operational course for the working of EMUs and are to undergo a refresher course at regular intervals of 6 months at Electrical Training Schools. Operating department will ensure that only that staffs who have undergone the course in Electric traction are posted in electrified areas.

Section - IV**Honourable Mention****GM safety award for the month of February - 2019**

| SN | Name & Designation | Citation |
|----|---|--|
| 1. |  Raman Kumar Singh Tech-II/Samsi | On 09.02.19, while attending signal failure, he detected "Rail fracture" over Bridge no. 42 Old Makda stn yard. He immediately informed on duty SM/OMLF. Due to his alertness a probable mishap was averted. |
| 2. |  Wokil Gosai TMTR /CAT | On 10.02.19, while performing Key Man's duty between Chatterhat and Nijbari stations, he detected "Compound Fish Plate Fracture" in cross-over point at CAT stn yard UP line at about 07.04 hrs. He immediately protected the track and informed the on duty Station Master/CAT and SSE/PW/CAT who attended and issued TC and also imposed restriction of 30 kmph. Due to his alertness a probable mishap was averted. |
| 3. |  Rakesh Kumar Ravi TMTR/Salmari | On 11.02.19, while performing patrolling duty, he detected "Rail fracture" over Bridge no. 18 between Jhausa - Salmari. He immediately protected the track and informed the on duty Station Master/JAU and SSE/PW/ Sonali who attended the site and issued TC and imposed 30 kmph speed restriction. Due to his alertness a probable mishap was averted. |
| 4. |  Man Lal Yadav TMTR /NJB | On 12.02.2019, while performing duty as key man detected weld failure/fracture at KM 11/5-4 between NJB-RNI up line. He immediately protected the track and informed to on duty SM/NJB and SSE/P-Way/CAT. SSE/P-Way attended the site and imposed speed restriction of 30 KMPH. Due to his alertness accident was averted. |
| 5. |  Sri Gobinda Kamakar TMTR/SM | On 12.02.2019 while performing patrolling duty between Samsi - Kumarganj in down line at 00.30 hrs detected multiple weld fracture at KM 202/4-5. He immediately protected the track and informed to on duty SM/Samsi and SSE/P-Way/SM. SSE/P-Way attended the site and imposed speed restriction of 30 KMPH. Due to his alertness accident was averted. |
| 6. |  Sri Tanun Kumar TMTR/SM | On 12.02.2019 while performing patrolling duty between Samsi - Kumarganj in down line at 00.30 hrs detected multiple weld fracture at KM 202/4-5. He immediately protected the track and informed to on duty SM/Samsi and SSE/P-Way/SM. SSE/P-Way attended the site and imposed speed restriction of 30 KMPH. Due to his alertness accident was averted. |
| 7. |  Sri Sanjib Murmu TMTR/Dholbaja | On 13.02.2019 while performing key man duty between SMH - FBG, detected weld failure at KM 89/4-5 in LHS. He immediately protected the track and informed to on duty SM/FBG and SSE/P-Way/FBG. SSE/P-Way attended the site and imposed speed restriction of 30 KMPH. Due to his alertness accident was averted. |
| 8. |  Sri Ramjatan Kamli TMTR/DLK | On 20.02.2019 while performing duty as key man between Dalkhola - Telita, detected rail failure at KM 118/1-2 in down line. He immediately protected the track and informed to on duty SM/DLK and SSE/P-Way/DLK. SSE/P-Way attended the site and imposed speed restriction of 30 KMPH. Due to his alertness accident was averted. |
| 9. |  Sri Nikesh Kr. Mishra TMTR-IV/MHBA | On 05.03.2019, while performing duty as a gateman at LC gate No-NJ-43 noticed hammering sound coming from coach no- 19104 of Dn FNINMG empty stock. He immediately informed to on duty SM/JDGP. The said train was checked at JDGP station and found flat tyre beyond permissible limit and the coach was detached. Due to his alertness accident was averted. |

| | | |
|-----|---|--|
| 10. |  Sri Rupkumar Biswas TMTR-IV/MHBA | On 05.03.2019, while performing duty as a gateman at LC gate No-NJ-40 noticed hammering sound coming from coach no- 19104 of Dn FNINMG empty stock. He immediately informed to on duty SM/JDGP. The said train was checked at JDGP station and found flat tyre beyond permissible limit and the coach was detached. Due to his alertness accident was averted. |
| 11. |  Sri Ganesh Dome TMTR-IV/MHBA | On 05.03.2019, while performing duty as a gateman at LC gate No-NJ-39 noticed hammering sound coming from coach no- 19104 of Dn FNINMG empty stock. He immediately informed to on duty SM/JDGP. The said train was checked at JDGP station and found flat tyre beyond permissible limit and the coach was detached. Due to his alertness accident was averted. |
| 12. |  Sri Sukanta Das CT/RPF/NCB | On 28.02.2019 while performing duty at NCB help the passenger to recover her left behind lady's bag from train No-12377 which contains Identity card, Pan card, Aadhar card and Rupees of 101500/- and the same was handed over to the said passenger. Due to his sincerity and honesty the passenger got her belongings. |
| 13. |  Sri Dibyendu Ghosh HC/RPF/NOQ | On 28.02.2019 while performing duty at NCB help the passenger to recover her left behind lady's bag from train No-12377 which contains Identity card, Pan card, Aadhar card and Rupees of 101500/- and the same was handed over to the said passenger. Due to his sincerity and honesty the passenger got her belongings. |
| 14. |  Sri Deo Kumar Singh Sr.ALP/NBQ | On 14.03.2019 while working train No-13248, detained at Naranarayan Bridge due to ACP and Brake binding at 20.50 hrs. He got down from the engine and released the brake binding in the middle of the bridge and the train started safely. Due to his dedication and sincerity a mishap was saved. |



In recognition of the meritorious service and for preventing probable accidents, certificates with cash awards of Rs. 2000/- each were awarded by General Manager, N.F. Railway on 29th FEBRUARY - 2019 at N.F.Railway HQ.

Section - VI

PAGE OF SAFETY RULES (संरक्षा नियमों का पन्ना)

G&SR.2.11 Duty for securing safety: -

(1) Every railway servant shall -

(a) see that every exertion is made for ensuring the safety of the public,
(b) promptly report to his superior any occurrence affecting the safe or proper working of the railway which may come to his notice, and
(c) Render on demand all possible assistance in the case of an accident or obstruction.

(2) Every railway servant who observes -


(a) that any signal is defective,
(b) any obstruction, failure or threatened failure of any part of the way or works,
(c) anything wrong with a train, or
(d) any unusual circumstances likely to interfere with the safe running of trains, or the safety of the public, shall take immediate steps, such as the circumstances of the case may demand, to prevent accident; and where necessary, advise the nearest Station Master by the quickest possible means;

provided that in the case of a train having parted, he shall not show a stop hand signal but shall endeavor to attract the attention of the Loco Pilot or Guard by shouting, gesticulating or other means.

S.R.2.11/1 -Assistance to the travelling public - It is the duty of all railway servants to render all possible assistance to ensure safety and comfort of the travelling public.

S.R.2.11/2 - Entering carriage in motion, or otherwise improperly travelling on a railway - (a) A railway servant shall warn a passenger against travelling on the roof, steps of footboard of any carriage or on an engine, or in any other part of a train not intended for the use of passengers. If a passenger after being warned by a railway servant to desist, persists in such travelling, he shall render himself liable to be punished under section 118(2) of the Railway Act, 1989 (24 of 1989).

(b) Passengers shall be prevented from entering or leaving a train in motion, and railway servants shall not, under any circumstances, open the door of a vehicle in motion, or in any way assist a passenger about to enter or leave it. If a passenger enters or leaves, or attempts to enter or leave any carriage while the train is in motion, he shall be liable to punishment in accordance with the provision of section 118(1) of the Railway Act, 1989 (24 of 1989).

| | | | |
|----|--|-------------------------------------|--|
| 10 |  | Tamal Bhattacharjee LP/Goods/LMG | On 28.03.19 worked by 15666 Dn (BG Exp) while run between Rangapahar (RXR) – Dhansiri (DSR) suddenly fire caught in working Loco No-11468 WDM3D. He promptly stopped the train, applied fire extinguisher provided in the Loco and controlled the fire. Due to his alertness and prompt action a major mishap was averted. |
| 11 |  | K. K. Singh ALP/LMG | On 28.03.19 worked by 15666 Dn (BG Exp) while run between Rangapahar (RXR) – Dhansiri (DSR) suddenly fire caught in working Loco No-11468 WDM3D. He promptly stopped the train, applied fire extinguisher provided in the Loco and controlled the fire. Due to his alertness and prompt action a major mishap was averted. |
| 12 |  | Tridip Chatter LP/Goods/MXN | On 23.03.19 worked by 55913 Up while passing between MXN – Na kachari (NCH) section suddenly noticed one elephant going to cross the railway track at KM 372/6. He immediately applied emergency brake and controlled the train. Due to his alertness dashing with elephant was averted and saved the train. |
| 13 |  | S. S. Prasad ALP/MXN | On 23.03.19 worked by 55913 Up while passing between MXN – Na kachari (NCH) section suddenly noticed one elephant going to cross the railway track at KM 372/6. He immediately applied emergency brake and controlled the train. Due to his alertness dashing with elephant was averted and saved the elephant. |
| 14 |  | Anil Kumar LP/Goods/MXN | On 06.03.19 worked by 55901 Up while passing between MXN – Na kachari (NCH) section suddenly noticed elephant movement on the railway track at KM 372/0-2. He immediately applied emergency brake and controlled the train. Due to his alertness elephant was saved and a probable accident was averted. |
| 15 |  | B. Meena ALP/MXN | On 06.03.19 worked by 55901 Up while passing between MXN – Na kachari (NCH) section suddenly noticed elephant movement on the railway track at KM 372/0-2. He immediately applied emergency brake and controlled the train. Due to his alertness dashing with elephant was averted and saved the elephant. |



In recognition of the meritorious service and for preventing probable accidents, certificates with cash awards of Rs. 2000/- each were awarded by General Manager, N.F. Railway on 29th MARCH – 2019 at N.F.Railway HQ.

Section - V**GR.5.13- Control of Shunting:-**

(1) Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.

(2) The Driver shall not, however, depend entirely on signals and shall always be vigilant and cautious.

(3) The speed during shunting operations shall not exceed 15 kilometers an hour unless otherwise authorized by special instructions.

SR 5.13/2(a)-

(a) No engine should be allowed in any running line at a station occupied by a train carrying passengers, except the train engine or banking engine or shunting engine required to perform shunting on that particular, the movement of an engine should be permitted only under the control of person -in-charge of shunting.

(b) When shunting is to be done for attaching or detaching coaches of passengers carrying trains, the shunting engine must first come to a halt 20 metres away from the train and move thereafter. Similarly, the train engine should also come to a stop 20 metres from the train and then proceed very cautiously for being attached to the train.

S.R 5.13/3 - Whenever shunting is to be performed with train/ coaches carrying passengers, coupling shall be tightened and vacuum air-brake connected for safe movement of shunting operations.

GR 5.14:- Responsibility of shunting - The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

SR 5.14/1 - While performing shunting, no couplings shall be allowed to hang down, and no shunting of vehicles which are coupled by side chains only is to be permitted.

SR 5.14/2(a) (i) - At stations other than terminals where Assistant Yard Master or Shunting Jamadars are employed they must attend to all shunting operations but Guard shall be responsible for the correct vehicles being attached and detached. At all other stations shunting operation shall be supervised by the Guard of the train. Before giving signals the Guard shall satisfy himself that the points over which the train has to move are properly set and locked as required by rules for setting and locking of points.

SR 5.14/2(a) (ii):- At terminal stations all shunting operation must be performed under the supervision of the Station Master on duty, except in the section where "One Train Only System" is in vogue in which case the terminal station is to be treated as a non-base station, where the responsibility of shunting will lie upon the Guard of the train as per S.R. 13.03/1(d).

SR 5.14/2(c):- The Station Master on duty shall issue to Guard of the train a written memo on ordinary telegraph from stating therein details of shunting to be performed at the station and obtain his(Guard's) signature on the office copy and it will be the responsibility of the Guard to see that shunting is done accordingly. GR 8.14:- Block back or Block forward - Block back or block forward shall be done only in accordance with the procedure prescribed by special instructions.

GR 8.15:- Authority for shunting or obstructions in block section while permitting shunting or obstruction in the block section, the Driver shall be given authority for shunting in the block section as prescribed under special instructions which authority may be -

(a) Either a shunting arm of prescribed size and design on the same post as and under the last Stop signal, or (b) A token of prescribed design, or (c) A written permission to shunt.

‘दुर्घटना से खुद को बचाएं, आओ,संरक्षा को आदत बनाएं’

SECTION – VII
KNOWLEDGE QUIZ

1. The effective substitute for the adequate distance is
- a) Sand Hump of approved b) Trap Point c) Snag Dead end Design.
2. With a view to test the readiness and quick turn out of the ARME & ART it is desirable to have periodical Mock drills once in months.
- a) 2 b) 3 c) 6
3. The train on which hot axle is noticed/suspected shall be received on line.
- a) Loop b) Main c) Siding line
4. If any unmanned L.C.Gate involved in more than accidents in three consecutive year, it should be manned immediately
- a) Four b) Two c) Three
5. If there are 18 sleepers in a rail length of 13 Metres, the sleeper density is
- a) M+4 b) M+3 c) M+5
6. Adequate distance for block overlap in Multiple Aspect Signaling is metres.
- a) 400 b) 180 c) 120
7. During temporary single line working on the double line the speed of the first train shall be
- a) 15 KMPH b) 20 KMPH c) 25 KMPH
8. Guard of Mail/Express train must be on duty minutes, those of Mixed/Goods train minutes before the booked departure time of the train.
- a) 45, 30 b) 30, 45 c) 45, 40
9. Driver to run at a speed not exceeding Kmph up to the next station when flat tyre is detected enroute.
- a) 30 b) 25 c) 15
10. The Authority to be issued for sending a relief train into an occupied block section is
- a) T/B 602 b) T/A 602 c) T/D 602

Check how well you have performed –

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| a | b | b | c | c | b | c | b | a | b |

If you have answered:

| No. of correct answers | Your Safety Grade is |
|------------------------|------------------------|
| 10 | A |
| 7-9 | B |
| 5-6 | C |
| LESS THAN 5 | Plan Your Trip To ZRTI |

S.R.2.11/3 -Defective Permanent Way :- (a) In the event of a Loco Pilot experiencing a lurch or any abnormal occurrence in the track, he must, approaching the first Block station, whistle frequently and bring his train to a stop in such a manner that the engine is in front of the station building or the Block Cabin where the Instruments are located, hand over a written memo specifying the location where the defect was noticed, the nature of the defect and the speed at which in his opinion, trains may pass safely over the affected area and obtain acknowledgement. On single line section, the Loco Pilot shall not surrender the 'authority to proceed' till such time he has issued the memo to the Station Master. On receipt of such a report from the Loco Pilot, the Station Master must immediately issue a message to the Station Master at the other end of the block section (who must acknowledge the same), the Section Engineer Works and Dy. Section Controller/Section Controller will advise all concerned.

(b) The Station Master at both ends of the reported section must stop all trains and issue Caution Orders to Loco Pilot specifying the kilometre age and speed restriction.

(c) No train must pass over the affected spot at a speed 10 kmph or such less speed as the reporting Loco Pilot may have specified spot until the Permanent Way Inspector(SSE/W) or the Assistant Engineer has inspected the spot. Caution Order must then be issued as per S. R. 4.09/1 for all trains until the SSE/W or the Asstt. Engineer has certified the track for safe working for normal speed and the Station Master then issue an 'all concerned' message to whom originally advised.

(d) In case of service lurch, on double line section, Loco Pilot should switch on 'Flasher Light' at 'ON' position for attention of the Loco Pilot of the train approaching from the opposite direction and intimate the fact to the Loco Pilot of the later.

S.R.2.11/4 -Explosion on track or train - (a) On hearing an explosion, the Loco Pilot must stop his train as soon as possible, and examine the track along with the Guard at the site of the explosion to the extent of damage thereof. If the Loco Pilot does not bring the train to a stand within a reasonable time, the Guard shall draw the attention of the Loco Pilot by cautiously applying the vacuum/air pressure by means of the Guards Van Valve.

(b) The Loco Pilot shall also examine the train along with the Guard and if little or no damage has been seen to the train and if it is safe

for the train to proceed to the next block station, the train will be taken ahead to the next block station and the Guard and Loco Pilot will jointly report the occurrence to the Station Master on duty.

(c) If the damage to the track is so serious as to render the track unsafe, a competent railway servant will be left at the site with detonators to protect the spot in accordance with GR.6.03.

(d) On receipt of a report from the Loco Pilot and Guard, the Station Master must immediately advise to the Section Controller on duty, who will inform the Carriage or Loco Foreman for thorough examination of the train and the engine at the next terminal station. The Section Controller will also advise the Senior Section Engineer (Pway/Works), who will proceed to the spot, inspect the track and take such precautions as necessary to put in the track and issue a message to the Station Master at the other end who must acknowledge the same and the Station Master at both ends of the affected section must stop all trains and issue Caution Orders to the Loco Pilots, specifying the kilometre age and the speed restriction. The duties prescribed above for the Controller will devolve on the Station Master on uncontrolled section.

(e) No train must pass over the affected spot at a speed exceeding 15 kmph or such less speed as the reporting Loco Pilot may have specified, until the Sr. Section Engineer (Pway/Works) or the Assistant Engineer has certified the track fit to run in normal speed. G&SR. 2.11/5- Precautions to be taken for working of trains during storm or cyclone:-

(i) When the warning message forecasting cyclone, storm or strong wind has been received from the Metrological Department and/or there is a reasonable doubt that severe storm is going to break out endangering the safety of passengers, trains etc., the Station Master shall, in consultation with the Guard and LP of the train detain the train and also refuse to grant Line Clear to a train coming to his station until storm abates and he considers movement of train safe.

(ii) Should a train be caught on the run in cyclone, storm or strong wind of an intensity which, in the opinion of the LP, is likely to endanger the Safety of the train he shall immediately control the speed of his train and bring it to stop at the first convenient place taking care as far as possible to avoid stoppage of the train at places like sharp curves, high embankments and bridges. In controlling the speed and bringing the train to halt, the LP shall stop his train carefully and

without a jerk. He shall restart the train in consultation with the Guard only after the cyclone, storm or strong wind abates and consider safe passenger of the train.

(iii) The Guard and LP of the train with the co-operation of railway staff travelling in the train and with the help of passengers shall try to open the doors and windows of the coaches for the free passage of wind through the coaches.

S.R.2.11/6 -Anemometers - In case of vulnerable locations and specially selected bridges where Anemometers are installed at one of the stations adjacent to bridges, the Station Master shall take the following action if the anemometer is indicating wind velocity higher than the danger level as prescribed by special instructions -

(i) The Station Master shall inform the Section Controller and Station Masters on the either side immediately about the need to control the movement of trains.

(ii) The Station Master shall not start or allow the movement of trains through his station and also not grant Line Clear to the trains waiting at the adjacent station for his station.

(iii) He shall resume normal running of trains in consultation with the Section Controller and the Station

Master at the adjacent station after the wind velocity is again below the danger level as prescribed by special instructions.

Note - The Station Working Rules of the station adjacent to the bridge where anemometer is installed shall specifically contain detailed working procedure for controlling train movement as well as resuming normal train running.

S.R. 2.11/7 - The following dangerous practices are prohibited: (a) Going between vehicles, when a train is moving quickly for purposes of coupling or uncoupling. (b) Hanging on to the side of vehicle, with foot resting upon an axle box, or the rod or brake handle, when shunting is being performed. (c) Riding upon buffers of vehicles in motion. (d) riding on the Cow-Catcher of an engine. (e) Moving vehicles, without first ascertaining that no person is standing between or sitting under the vehicles. (f) Passing from vehicle to vehicle, while train is in motion. (g) Sitting or lying under vehicles, standing at stations. (h) Crossing of lines in face of moving trains or vehicles. (i) Going between vehicles in motion. (j) Working on vehicles under repairs, without the protection of special signals i.e., red flags or lights, banner flags, stop boards and detonators.

Section - VIII
LAUGHING CORNER



Doctor: Please take your seat sir. What is your problem??

Patient: Hello Doctor please can you give me your certificate?

Doctor: Why?

Patient: I took 2 weeks leave in my office. They asked me to get a "Doctor Certificate".



The doctor told a Patient that if he ran Eight kilometres a day for 200 days, he would lose 34 kg. After 200 days, the patient called the doctor to report he had lost weight, but he had a problem.

Doctor: 'What is the Problem?'

Patient: 'I am 1600 kms. from home.'



Patient: I will be fine after the operation, right?

Doctor: yes. But the operation is very complicated. Nine out of ten people die after this operation.

Patient: What? Then how come you are getting sure about my safety?

Doctor: Maybe you are the luckiest tenth person...!



Doctor to Patient: You will die within 2 hours. Do you want to see any one before you die?

Patient: Yes. A Good Doctor.



Boy: Where are you going now?

Girl: For Suicide.

Boy: Then, Why so much Make-up?

Girl: You Idiot... Tomorrow My Photo will come in Newspaper..!



An Old man had 8 hairs on his head.

He went to a Barber shop.

Barber anger and asked:

Shall I cut or count?

Old man smiled and said:

"Colour it!"

LIFE is to enjoy with whatever you have with you.



Teacher: Why are you Late Today?

Student: Because of sign down the road.

Teacher: What does a sign have to do with your being late?

Student: The sign said, "School Ahead, Go Slow!"



Father buys a lie detector that makes a loud beep whenever somebody lies around it.

The son comes home in the afternoon. Father asks him, "So, you were at school today, right?"

Son: "Yeah."

Detector: "Beep."

Son: "OK, OK, I was in a cinema."

Detector: "Beep."

Son: "Alright, I went for a beer with my friends."

Father: "What?! At your age, I wouldn't touch alcohol!"

Detector: "Beep."

Mother laughs: "Ha ha ha, well, he really is your son!"

Detector: "Beep."



A wife hangs up after about a half-hour on the phone. The husband is surprised, "Wow, that was quick - usually you women are at it for two hours at least!" "Yeah, well, it was a wrong number."

Fantastic exercise that really helps you to lose weight: Turn your head to the left. Good. Turn your head to the right. Very good. Repeat this exercise whenever you are offered any food.



Doctor, how can I live longer than 100 years?

Do you smoke?

No.

Do you eat too much?

No.

Do you go to bed late?

No.

Do you have affairs with promiscuous women?

No.

Then why would you want to live more than 100 years?

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We have tried to give all information as accurately as possible. However, readers are advised to go through the original circular/instructions also.