

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.98/Safety(A&R)/19/16

New Delhi, dated 21.01.2010

General Managers,
All Indian Railways,
Including Metro Railway, Kolkata
Konkan Railway Corporation.

Sub: Precautions for the Safety of Passengers in Rear SLR during fog.
Ref: Board's letter of even number dated 16.01.2010.

Vide above referred letter it was directed that the Passenger Portion of the rear most SLR should be kept in locked condition in those Zonal Railways which are affected by dense fog. This instruction was to be followed as a **trial measure till 31.01.2010**. The feed back on the working of this trial has been received only from Northern Railway expressing some doubts. Other Zonal Railways have not furnished feed back on the trial measures.

Some of the Zonal Railways have also verbally expressed doubts regarding cases, where slip coaches are attached outside SLR; there is reserved portion for disabled passengers in rear most SLR; there is only one SLR in the middle of the train; the rear most coach is an inspection carriage; the rear most SLR coach of Jan Shatabdi and some other Express carries reserved accommodation, etc.

It is clarified that above instruction of locking the rear most SLR was only a trial measure to be done on the experimental basis till 31.01.2010 and particularly applicable to trains moving towards areas affected by dense fog in automatic signaling territories. These instructions were to increase the level of safety and were given as a trial measure, for a short period, for some trains and to examine whether they are feasible to follow in totality. They were to be applicable to the "**rear most SLR**" as mentioned in the Board's circular. They were in any case not applicable where the SLR is not rear most in the train.

The intention was to increase safety in train operations till alternative experiments are tried in conditions of dense fog in Automatic Signalling territories, like increasing the stoppage upto 5" (five minutes) at the foot of automatic signal if at 'ON' (Red), and later by instructions given for stopping at the foot of the automatic signal at 'ON' (Red) till the signal becomes Yellow or till receipt of authority from station ahead or in rear. This trial is being conducted over NR and NCR.

The matter has been examined in the light of feedback and clarifications asked for by some of the Zonal Railways. It is reiterated that there is no change in the policy instructions which provide that upto 2 (two) coaches outside SLR are permitted in Mail Express Trains and upto 3 (three) coaches outside SLR are permitted in short distance Passenger and some other Trains. Presently, where slip coaches are being attached outside SLR, or the SLR has reserved accommodation, or the passenger carrying trains are scheduled to run with single SLR, or in EMU/MEMU/DMU trains and such similar cases, the above experiment of locking the SLR on a trial basis till 31.01.2010 is **not** to be made applicable.



(J.S. Bindra)

Joint Director / Safety

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