

Government of India
Ministry of Railways
(Railway Board)

No.2009/Safety(A&R)/19/29

New Delhi, dated 12.03.2010

General Managers,
All Indian Railways Including
Kolkata Metro and
Chairman and Managing Director,
Konkan Railway Corporation,

Sub: Use of Walkie-Talkie Sets.

- Ref:** (i) Rear-end collision of 2964 Dn Mewar Express between Mathura Jn. and Vrindavan Road Station with 2779 Dn Goa Express on 21.10.2009 on Mathura-Palwal Section of Agra Division of North Central Railway.
(ii) Board's letter No. 2001/Safety(A&R)/19/10 dated 27.11.2001.
(iii) Board's letter of even number dated 08.12.2009.

Based on Commissioner of Railway Safety, North Eastern Circle's immediate recommendations under Para 8.0 of the Preliminary Report on the subject matter, Zonal Railways were advised to comply the recommendation as reproduced below:-

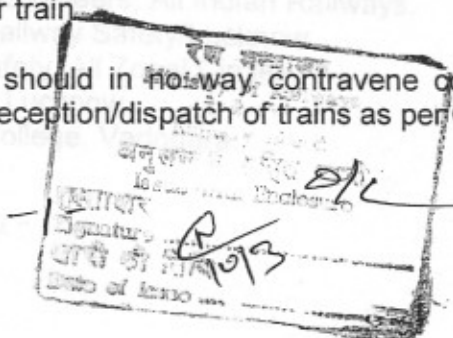
"Guards of trains should be required to warn on VHF the crew of following train in Automatic Signalling Territory if their train has come to an out of course halt in Automatic Territory between two stations."

Some of the Zonal Railways have pointed out the repercussions both on operations and on safety in following these instructions. They have also detailed the ground level problems in implementing the above mentioned recommendation. This was also raised and discussed during COM's conference on 04/05.01.2010.

In view of the above, modified instructions, withdrawing the instructions dated 08.12.2009 which was in supersession of earlier instructions dated 27.11.2001, are as under:-

- (i) *In case a train has come to an out of course halt in Automatic Signalling Territory between two stations and is not in a position to move ahead and requires a relief engine, the Guard of that train shall guide the crew of a relief engine when it is to come to pick-up the train, except in suburban sections.*
- (ii) Station Master may communicate on Walkie-Talkie for advising abnormalities that require immediate attention by Loco Pilot/Guard for controlling/stopping their train.
- (iii) Use of Walkie-Talkie sets should in no way contravene conditions required to be satisfied for reception/dispatch of trains as per G&SRs.

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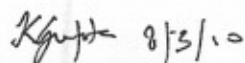


- (iv) Walkie-Talkie sets should not be used as an alternative to written authority to proceed, authority to pass a defective signal at danger etc.
- (v) These sets shall not be used for communicating the aspect/position of any signal by Station Master to Loco Pilot /Guard. The Loco Pilot/Guard may advise if the aspect of any signal is 'ON'.
- (vi) *Walkie-Talkie sets should not be used as an alternative to or replace physical exchange of signals. However in case of full length trains, in following circumstances, walkie-talkie sets may be used for exchange of signals between Loco pilot and Guard when it is not possible to exchange signals physically and the conditions for exchange of have been fulfilled:-*
 - (a) To Dispatch/start the train from a station;
 - (b) To start a train stopped in curvatures/tunnels in block section and
 - (c) On run, when it is not possible due to curvatures or due to geographical lay outs.
- (vii) In all the above cases where the Station Master or Loco Pilot or Guard uses the Walkie-Talkie he will clearly mention his identity along with station name/train number while communicating and also confirm the identity of the speaker at the other end.

Supervisors/Officers should periodically conduct surprise checks as a part of their routine inspection regarding use of walkie-talkie sets by Station Master and running staff. Cases of violation of above instructions and short-cut methods adopted should be dealt with firmly.

Please acknowledge receipt and ensure compliance of these instructions in letter and spirit.

Encls.: as above.


 (Kamlesh Gupta)
 Adviser/Safety
 Railway Board

No.2009/Safety(A&R)/19/29

New Delhi, dated /03.2010

Copy forwarded for information and necessary action to :-

1. The Chief Operations Managers, All Indian Railways.
2. The Chief Safety Officers, All Indian Railways.
3. The Chief Mechanical Engineers, All Indian Railways.
4. The Chief Electrical Engineers, All Indian Railways.
5. The Chief Signal & Telecom. Engineers, All Indian Railways.
6. The Chief Commissioner of Railway Safety/Lucknow
7. Commissioners of Railway Safety, All Zonal Circles.
8. The Director General, RDSO, Lucknow.
9. The Principal, Railway Staff College, Vadodara.

10. The Director, Indian Railways Institute of Transport Management, Manak Nagar, Lucknow.
11. The Principal, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
12. The Principal, Indian Railways Institute of Signal Engineering and Telecom, Secunderabad.
13. The Principals, Zonal Railway Training Institutes, Central Railway, **Bhusawal**, Eastern Railway, **Bhuli**, Northern Railway, **Chandausi**, North Eastern Railway, **Muzaffarpur**, Northeast Frontier Railway, **Alipurduar**, North Western Railway, **Udaipur**, Southern Railway, **Tiruchirapalli**, South Central Railway, **Maula Ali**, South Eastern Railway, **Sini**.
14. The General Secretary, NFIR, 3 Chelmsford Road, New Delhi.
15. The General Secretary, AIRF, 4 State Entry Road, New Delhi
16. The General Secretary, FROA, Room NO.256-A, Rail Bhavan, New Delhi.
17. The General Secretary, IRPOF, Room NO.268, Rail Bhavan, New Delhi.
18. The Indian Railways Conference Association, DRM's Building, Accounts Building, Chelmsford Road, New Delhi.

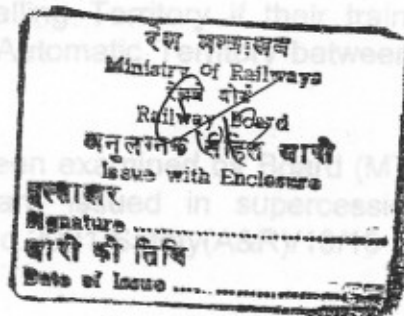
Encls.: as above.

(Kamlesh Gupta)
Adviser/Safety
Railway Board

Copy to:

AM/T, AM/Signal, AM/Tele, AM/ME, AM/L
Director/ Safety- I,II,III,IV and V

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Government of India
Ministry of Railways
(Railway Board)

5 no. 11

No.2009/Safety(A&R)/19/29

New Delhi, dated 8.12.2009

General Managers,
All Indian Railways Including
Kolkata Metro and

Chairman and Managing Director,
Konkan Railway Corporation,

Sub: Use of Walkie-Talkie Sets.

- Ref: (i) Rear-end collision of 2964 Dn Mewar Express between Mathura Jn. and Vrindavan Road Station with 2779 Dn Goa Express on 21.10.2009 on Mathura-Palwal Section of Agra Division of North Central Railway.
(ii) Board's letter No. 2001/Safety(A&R)/19/10 dated 27.11.2001.

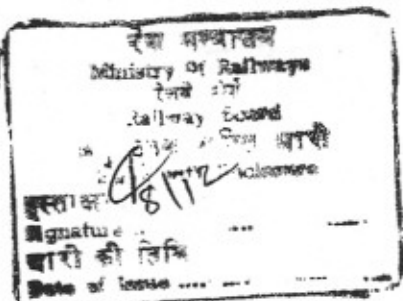
Commissioner of Railway Safety, North Eastern Circle in his immediate recommendations under Para 8.0 of the Preliminary Report on the subject matter has, inter-alia, recommended as under:-

"Guards of trains should be required to warn on VHF the crew of following train in Automatic Signalling Territory if their train has come to an out of course halt in Automatic Territory between two stations."

The above recommendation has been examined by Board (MT, ML & CRB). The following instructions are issued in supercession of instructions contained in Board's letter No.2001/Safety(A&R)/19/10 dated 27.11.2001:-

- (i) In case a train has come to an out of course halt in Automatic Signalling Territory between two stations, the Guard of that train shall warn intermittently about the position of his train to the crew of any following train on walkie-talkie sets/VHF.
- (ii) Station Master may communicate on Walkie-Talkie for advising abnormalities that require immediate attention by Loco Pilot/Guard for controlling/stopping their train.

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- (iii) Use of Walkie-Talkie sets should in no way contravene conditions required to be satisfied for reception/dispatch of trains as per G&SRs.
- (iv) Walkie-Talkie sets should not be used as an alternative to written authority to proceed, authority to pass a defective signal at danger etc.
- (v) These sets shall not be used for communicating the aspect/position of any signal by Station Master to Loco Pilot /Guard. The Loco Pilot/Guard may advise if the aspect of any signal is 'ON'.
- (vi) Walkie-Talkie sets should not be used as an alternative to or replace physical exchange of signals. However in case of full length trains after ensuring that condition for exchange of signals has been fulfilled and it is not possible to exchange signals physically, walkie-talkie sets may be used for this purpose.
- (vii) In all the above cases where the Station Master or Loco Pilot or Guard uses the Walkie-Talkie he will clearly mention his identity along with station name/train number while communicating and also confirm the identity of the speaker at the other end.

Supervisors/Officers should periodically conduct surprise checks as a part of their routine inspection regarding use of walkie-talkie sets by Station Master and running staff. Cases of violation of above instructions and short-cut methods adopted should be dealt with firmly.

Please acknowledge receipt and ensure compliance of these instructions in letter and spirit.

K Gupta 8/12/09
(Kamlesh Gupta)
Adviser/Safety
Railway Board

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

S.No. 16

No. 2001/Safety(A&R)/19/10

27TH NOVEMBER 2001

General Managers (Safety)
All Indian Railways

Sub. : Use of Walkie – Talkie sets.

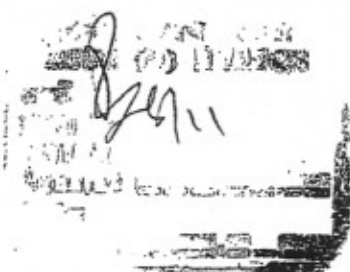
Walkie – Talkie sets provided with stations and running staff shall be used as a means of Emergency Communication only.

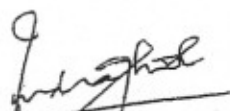
Instructions as detailed below should be followed :

- (i) Walkie – talkie sets should not be used as an alternative to or replace physical exchange of signals, written authority to proceed, authority to pass a defective signal at danger etc. under any circumstances.
- (ii) These sets shall not be used for communicating the aspect/position of any signal to Driver/Guard.
- (iii) Station Master/Driver/Guard will clearly mention his identity while communicating and also confirm the identity of the speaker at the other end.
- (iv) Station Master should communicate for only those abnormalities that require immediate attention by driver/guard for controlling/stopping their train. Under no circumstances should these sets be used for other than Emergency Communication.
- (v) Use of Walkie – Talkie sets should in no way contravene conditions required to be satisfied for reception/dispatch of trains as per G&SR.

Supervisors/Officers should periodically conduct surprise checks as a part of their routine inspection regarding use of walkie – talkie sets by Station Masters and running staff. Cases of violation of above instructions and shortcut methods adopted should be dealt with firmly.

Feedback regarding action taken may be sent within a month.




(INDIRA GHOSH)
EXECUTIVE DIRECTOR, SAFETY
Tele : 330 – 3302
Fax : 338 – 1344

Copy forwarded for information and necessary action to :-

1. Chief Safety Officers, All Indian Railways.
2. General Manager, Metro Railway, Kolkata.
3. Managing Director, KRC, Mumbai.
4. OSDs/New Zones.
5. Chief Commissioner of Railway Safety/Lucknow.
6. Commissioner of Railway Safety, Zonal Circles.
7. Director General, RDSO, Lucknow.
8. Director General, Railway Staff College, Vadodara.
9. Director, Indian Railway Institute of Advanced Track Technology, Pune.
10. Director, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
11. Director, Indian Railways Institute of Signal Engineering and Telecom, Secunderabad.
12. Director, Indian Railway Institute of Traffic Management, Lucknow.
13. The Indian Railways Conference Association, DRM's Building, Accounts Building, Chelmsford Road, New Delhi (10 copies).
14. The Chairman, Bombay Port Trust Railway/Mumbai, Calcutta Port Trust Railway/Kolkata, Kandla Port Trust Railway/Kandla, Madras Port Trust Railway/Chennai and Visakhapatnam Port Trust Railway/Visakhapatnam.
15. AIRF,
16. NFIR,
17. IRPOF,
18. FROA,
19. DGRPF

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