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Government of India  
Ministry of Railways  
(Railway Board)

No. 2010/Safety(A&R)/19/24

New Delhi dt. 24.11.2010

Chief Operations Manager,  
All Indian Railways,  
Konkan Railway Corp., Navi Mumbai

**Sub: Communication by Guards after traversing Permanent Speed Restriction.**

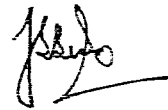
The subject matter has been under consideration of the Board based on reference from one of the Zonal Railways proposing that Guards should be instructed to communicate with the Loco Pilot after the last vehicle has crossed the speed indicator board of the other direction to identify the kilometrage in case of Permanent Speed Restriction.

In this connection it is brought out that there are a number of boards already provided along side the track which the Loco Pilots and Guards are required to observe and follow. As such, providing an additional board may cause confusion and distract their attention.

Instructions already exist under Para 814 (b) of IRPWM for provision of T/P and T/G indicator boards after Permanent Speed Restrictions so that the Loco Pilots of Passenger and Goods trains may resume the normal speed of their train after passing T/P and T/G board respectively. The Railway should ensure that separate Termination Indicator boards are available for Passenger and Goods trains as per standard design, if not already provided.

This disposes off South Western Railway's letter No.T.387/Safety/Misc./COM/Vol.-II dated 01.10.2010, copy enclosed for ready reference.

DA: As above.



(J S Bindra)  
Joint Director/Safety

पत्र लय  
Ministry of Railways  
New Delhi  
दस्तावेज जारी  
Enclosure  
हस्ताक्षर  
Signature  
जारी की तिथि  
Date of Issue

24/11/10

कृपया जारी करें  
दीपचन्द  
24.11-10



एन. सी. सिन्हा

मुख्य परिचालन प्रबंधक

N. C. Sinha

Chief Operations Manager.

D. O. No. T. 387/Safety/Misc/COM/Vol-II

दक्षिण पश्चिम रेलवे South Western Railway

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Dt. 01.10.10

**Dear Shri Bhatnagar,**

Sub: Communication by guards after traversing PSRs.

\* \* \*

Instructions do exist to guards to communicate to driver after last vehicle has crossed the temporary speed restriction kilometrage, so that the drivers can accelerate even though they might not have crossed the 'Termination Board'. However, it is difficult for the guard to identify the kilometrage in case of 'Permanent Speed Restrictions'.


It is suggested that on single line, guards should be instructed to communicate with the driver after the last vehicle has crossed the speed indicator board of the other direction.

In case of double line there is no such indication available at present to identify the exact point where the restricted speed stretch is over. It is proposed that a new board, with inscription 'Speed restriction over' on the reverse face may be put to help in identifying the spot by the guard. Guards on encountering such board may inform the driver accordingly.

You are requested to kindly get the issue examined and issue necessary instructions, if approved.

With regards,

Yours sincerely,

  
(N. C. Sinha)

Shri Pradeep Bhatnagar,  
Additional Member (T)  
Railway Board,  
New Delhi.

Copy to:

Adviser (Safety)  
CRB/RB/NDLS

} For information.