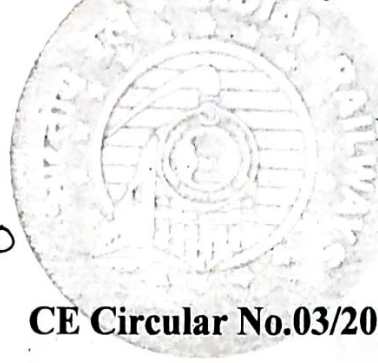


East Coast Railway



Office of the
Principal Chief Engineer
Rail Sadan, North Block 1st floor,
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No. W7/679/CE Circular/ 7630

Dated 07.11.2024

CE Circular No.03/2024

Sub:- Action to be taken by P-Way Staff in case of Jerk Message given by
Locopilots/ Guards.

There have been lot of cases, where incidences of JERK have been reported by Train Drivers. Therefore, a need was felt in bringing out consolidated instructions in consonance with the existing provisions of IRPWM Para 1118 and G&SR Para 6.07 and other instructions for ensuring compliance by the field staff.

In this connection provision of G&SR, IRPWM are reproduced under with additional instructions for smooth and effective exercise after receiving jerk message from Loco pilot /Guards as under:

(A) Provisions of Para 6.07 of G& SR:-

- (1) Loco Pilots, Guards and Station Master shall advise the Controller or the Centralized Traffic Control Operator of any known conditions or unusual circumstances likely to affect the safe and proper working of trains.
- (2) The Controller or the Centralized Traffic Control Operator, on becoming aware of such defect or failure, shall inform the same to the railway servant responsible for the maintenance of the equipment and other railway servants concerned.

SR 6,07(1) In the event of the Loco Pilot and/or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train has passed is detrimental for safe running of subsequent trains will take action as under: -

- a) Stop his train at next block station without clearing the block section and inform the Station Master through available means of communication not to permit any train from either end of the affected block section in case of single line and from the rear in case of double line. In case of IBS and automatic block territories, the Loco pilot must inform the Station Master and Loco pilot of train already left stations in rear through available means of communication to stop movement of trains-
- b) Proceed further, only after satisfying himself that Station Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master from the Loco pilot. He will then

again stop at the station at a convenient place so as to deliver the written memo to the Station Master.

- c) The Station Master on receipt of such a memo must issue a message addressed to the Station Master of the block station at the other end of the block station, and Junior Engineer/Section Engineer (P. Way), Assistant Engineer, Divisional Engineer and Chief Controller and Divisional Operations Manager.
- d) Arrange to dispatch by rail maintenance machine/tower wagon/light engine or in their absence a train accompanied by an engineering official with a caution order to the effect to stop dead sufficiently short of the expected portion of the track. The engineering official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. Advise the condition of the track and restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco pilot.
- e) In the absence of Engineering officials the train with a caution order instructing the Loco pilot to stop dead before the affected Kilometers and after satisfying himself about the condition of track pass over the track in question at 10 kilometers per hour or if he finds the line unsafe to pass, return to station in rear. If the loco pilot is not able to detect any thing doubtful, subsequent trains shall be dispatched with a speed restriction of 10 Kilometers per hour till the track is certified to be safe by engineering officials.
- f) If the condition as reported earlier is confirmed by the Loco Pilot, no train movements shall be allowed till certified to be safe by Engineering officials.

Note: In case the Guard of the train experiences any abnormal occurrence in the track while working his train, he must inform the Loco Pilot of his train through Walkie-talkie or other available means of communication between the Loco Pilot and the Guard about the occurrence, after which the Loco Pilot shall take action as mentioned in SR 6.07/1 (a). In the event of Guard unable to contact the Loco Pilot, he should take action to stop the train and inform the Loco Pilot.

(B) Provisions of Para 1118 in new IRPWM:-

Driver's Report on Defects in Track-

(1) Intimation of Defects-

- (a) The Indian Railways (Open Lines) General Rules, 1976 (rule 6.07), on report of conditions likely to affect running of trains, stipulates that-
 - (i) 'Loco Pilots, Guards and Station Masters shall advise the Controller or the Centralized Traffic Control Operator of any known conditions or unusual circumstances likely to affect the safe and proper working of trains.
 - (ii) The Controller or the Centralized traffic Control Operator, on becoming aware of such defect or failure shall inform the same to the railway servant responsible for the maintenance of the equipment and other railway servants concerned.'
- (b) In this regard detailed procedure mentioned by Railways in Subsidiary Rules should be followed.

(2) Action on receipt of reports of defective track:-

(a) By JE/SSE/P.Way- The JE/SSE/P.Way shall-

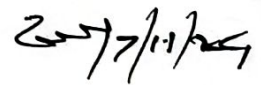
- (i) Arrange to collect the requisite details and take necessary action for quick restoration of traffic. He will also proceed to site, if necessary, and inspect the length of track reported on and record particulars in detail. Then arrange to rectify the track and remove or modify the restriction imposed, as found necessary.
 - (ii) Submit a detailed report to the Assistant Divisional Engineer and copy the same to the Divisional Engineer.
- (b) By Assistant Divisional Engineer-** Whenever possible, the Assistant Divisional Engineer should personally examine the track reported on for defects and make a detailed report to the Divisional Engineer.

(C) Additional steps to be taken by concerned SSE/JE P.Way who is attending the location:-

The provisions in G&SR are sacrosanct and take precedence over provisions of IRPWM. As per IRPWM JE/SSE (P.Way) will proceed to site, if necessary, whereas as per G&SR it is mandatory for JE/SSE(P.Way) to proceed to the site. Following steps should be taken by JE/SSE (P.Way) in addition to instructions in G&SR Para 6.07/1 and Para 1118 of IRPWM, when a message of severe track defect or a unusual occurrence (including jerk) is received by him.

- (a) On receiving the message, the JE/SSE (P.Way) will proceed to the location by first available means, check the track at reported location and in the vicinity on both sides for any abnormality. Thereafter he will attend the track, if defect is found and allow the trains at the speed for which condition of track is considered fit. When the JE/SSE (P.Way) cannot find the cause of jerk, he should certify the track fit at normal speed. Then, he should foot plate the section by the first available train and take further action accordingly.
- (b) When JE/SSE(P.Way) cannot find the cause of jerk during night (or when visibility is low), he may impose speed restriction of 45 Kmph or less (as deemed fit) at the suspected location and foot plate the section by the first available train. The site shall again be inspected by JE/SSE (P.Way) after sun rise. After getting satisfied about the condition of track he may remove/modify the restriction imposed.

Divisions are advised to ensure implementation of above instructions in field by concerned
JE/SSE (P. Way).



(B. S. K. Rajkumar)
Principal Chief Engineer

Copy to: 1.CTE, CBE, CGE, CPDE, CE/TM, CE/TP, CE/SD, CE/RSW & Br. Reh for information
2. Sr. DEN (Co) KUR, SBP & WAT for implementation.