

## **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 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 endeavour to attract the attention of the Loco Pilot or Guard by shouting, gesticulating or other means.**

S.R.2.11.1. If any railway servant notices that a train has parted, he shall not show a Stop hand signal to the Loco Pilot, but try to attract the attention of the Loco Pilot and the Guard by shouting that the train has parted and at the same time put both his hands together above his head and separate them smartly.

S.R.2.11.2. Precautions to be taken for working of trains during storm and strong wind.

1. When the warning message forecasting cyclone, storm or strong wind has been received from the Meteorological 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 the Loco Pilot 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 movements of trains safe.
2. Should a train be caught on the run in a cyclone, storm or strong wind of an intensity which, in the opinion of the Loco pilot, is likely to endanger the safety of the train, he shall immediately control the speed of his train and bring it to a 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 (including approaches thereof). In controlling the speed and bringing the train to a halt, the Loco Pilot 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 it is considered safe to proceed.
3. The Guard and the Loco Pilot of the train in co-operation with the Railway staff travelling in the train shall try to see that doors and windows of the coaches are kept open by the passengers to allow free passage of the wind through the coaches.

**S.R.2.11.3. Anemometers:**

In cases of vulnerable locations and specially selected bridges where anemometers are installed at one of the stations adjacent to bridges, the SM shall take the following action, if the anemometer is indicating wind velocity higher than the danger level as prescribed by Special Instructions:

1. The SM shall inform the SCOR and the SM on the other side immediately about the need to control the movement of trains.
2. The SM 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.
3. He shall resume normal running of trains in consultation with the SCOR and the SM at the adjacent station after the wind velocity is again below the danger level as prescribed by Special Instructions.

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