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एक कदम स्वच्छता की ओर

No. PCSO/Safety/Safety Circular/163 /Engg.-1

Date: 30.01.2023

Zonal Safety Circular No. 01/2023

Sub.: Safety Circular on Working of Trolleys/Motor Trolleys/ Moped Trolleys.

Recently Motor trolley dashing with light engine/train have been occurred over SECR. While working of Trolleys and Motor trolleys utmost precautions have to be taken and working procedure mentioned in IRPWM must be strictly followed.

WORKING OF TROLRIES (IRPWM para 837) -

1. Manning of Trolleys- Trolleys in all cases shall be manned by four men.
2. Mode of working of trolley- Trolleys in all cases should be pushed and not pulled
3. Working under Block Protection-
 - a) Trolley may be worked under Block protection wherever it is possible to do so without interference to train service.
 - b) Trolleys should be worked under Block protection in the night.
 - c) During daytime in foggy weather and during dust storm, when the visibility is poor, a Trolley should be worked under Block protection.
 - d) Sections with restricted visibility due to curves, cuttings or due to other local conditions specified by Railway Administration, wherever practicable, should be traversed under Block protection.
 - e) When working under Block protection Trolleys will be worked in the same manner as trains.
4. Working without Block protection –
 - a) During day time in sections with normal visibility the official-in-charge shall before leaving a station/Block post, ascertain the whereabouts of the trains likely to be met and set off on trolley.
 - b) In sections with restricted visibility specified sections, (Ref- Sub-Para (3) (d)) when the official-in-charge, is not able to block the section and work under Block protection, he will follow the following procedure:
 - i. The Station Master/Signalman will on receipt of advice from official-in-charge (in triplicate on form Annexure - 8/8 of IRPWM) giving his trolley

programme ascertain and fill in particulars of trains running on the section, retain one copy and return the other two to the official-in-charge of the trolley.

- ii. As a reminder that the block section is occupied by the trolley and caution orders must be issued, a small placard with words "Trolley on line", will be hung in front of the block instrument, until advice of the removal of the trolley is received.
- iii. If telegraph and telephone communications are interrupted and the Station Master/Signalman is unable to communicate with the station at the other end of the block section, the official-in-charge of the trolley will be advised of this fact and form Annexure - 8/8 of IRPWM endorsed accordingly. When communication between the two stations is restored, the messages referred to above will be exchanged, if the trolley has not cleared the section or removal report has not been received.
- iv. From the time of exchange of the messages, until intimation has been received that the trolley has cleared the block section, the Station Master/Signalman at both ends of the block section shall issue caution orders to Drivers of all trains entering the block section. On the double line, caution order should be issued for both up and down trains.
- v. The issue of caution orders in no way relieves the official-in-charge of the trolley of the duty of complying strictly with the rules for protecting the trolley.
- vi. On arrival of the trolley at the other end of the block section, the person-in-charge of the trolley shall fill in the removal report and send it to the Station Master/Signalman who will return the third copy signed. The Station Master/Signalman will then advise the Station Master/Signalman at the other end of the block section of the trolley having cleared the section.
- vii. If the trolley is removed from the track at the station not provided with telegraph or telephone instruments or in the block section and if it is not intended to place it on the track again, the official-in-charge of the trolley shall fill in the removal report and send it to the Station Master/Signalman at the nearest block station. In the former case, the Station Master will send written advice by the first train in either direction to the next block station. The Station Master/Signalman at the latter station should then advise the Station Master/Signalman at the other end of the removal of the trolley.

- viii. Station Masters/Signalmen at the both ends, of the block section will enter remarks in the train registers pertaining to the block section concerned showing the times at which the trolley entered and cleared the block section and the number of the trolley.

5. Protection in Block Section-

- a) When a trolley is worked other than under the rules for working of trains le without block protection and when a clear view is not obtainable for an adequate distance of 1200 m, the following precautions should be taken (Annexure-8/9 of IRPWM)
- i. On a double line, he must depute a Flagman with detonators to precede or follow the trolley, and to exhibit a hand danger signal at a distance of not less than 1200 m in the direction from which trains may approach.
 - ii. On single line, depute a Flagman with detonators to precede and another to follow the trolley and to exhibit hand danger signals at a distance of not less than 1200 m.
 - iii. Where necessary, intermediate Flagman should be posted to relay signals.
- b) The flagman should only be withdrawn when a clear view of at least 1200 m can be obtained in the direction from which trains may approach.
- c) When a train is sighted, the Flagman should wave the red flag vigorously to warn the official-in-charge of the trolley of the approach of the train, and at the same time place three detonators 10 m apart on the line to protect the trolley. The detonators should be removed only on receipts of hand signals from the official- in-charge by waving of a green flag to withdraw the danger signal indicating that the trolley has been removed.

When conditions are such that the Flagman cannot be seen by the official-in- charge of trolley, the latter must arrange before entering the section to take with him sufficient men with hand signals who will be placed in suitable positions between the trolley and the Flagman so that the signals from the Flagman can be repeated to the person-in-charge of the trolley and vice-versa.

- d) On sighting an approaching train or the Flagman's signal, the trolley must be removed clear of the line and kept in such a manner that it cannot roll towards the line.
6. Trolleys travelling together-When two or more trolleys are running together in the same direction in the same line, care should be taken to ensure that they are kept at least 100 m apart to safeguard the trolley in rear from colliding with the front one, in case the front trolley has to be stopped suddenly for any reason.

WORKING OF MOTOR TROLRIES (IRPWM para 838) -

1. A motor trolley shall only be run in accordance with special instructions.
2. A motor trolley may be worked under block protection or without block protection, as may be prescribed by the Railway Administration.
3. Working under block protection-
 - a) A motor trolley should be run only under block protection (i) during night, (ii) during day time, when the visibility is poor due to fog or dust storm.
 - b) Sections of restricted visibility should invariably be traversed under block protection. A list of "sections of restricted visibility" may be specified for the guidance of all concerned, either in the subsidiary rules or in the working time table.
 - c) When a motor trolley that is worked under block protection breaks down in the block section, the official-in-charge should remove it clear of the line and send a written advice to the nearest Station Master/Block Hut-in-charge returning the line clear ticket or token or in the case of a motor trolley when the token has been clamped for a preceding train the key of the padlock. He should not replace the motor trolley on the line without the written permission of either Station Master/Block Hut-in-charge at the end of the block section concerned. On arrival at the other end, the official- in-charge will deliver the authority to the Station Master after the trolley has arrived complete.
4. Following a Train/Motor Trolley-Motor trolley may follow a fully vacuum/air brake train or a Light engine or another motor trolley in the same block section during day light hours and in clear weather under special instructions issued by the Railway Administration.

5. Working without block protection-

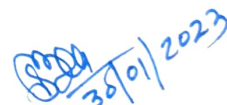
- a) When a motor trolley is worked without block protection, it should be manned by at least four men.
- b) In case a motor trolley is worked without block protection, the procedure outlined in Para 837(4) for trollies shall be followed for working of the motor trollies.
- c) When a motor trolley is worked without block protection, as per special instructions, the procedure outlined in Para 837(5) should be followed for the protection of trolley in block section.

WORKING OF MOPED TROLLIES (IRPWM para 840) -

These are light motor trollies, which can be lifted off the track normally by three men. They should be manned by at least three men including the Driver. These may be worked as per the rules pertaining to a Motor Trolley, for which the Railway Administration may issue special instructions, as necessary.

INSTRUCTIONS FOR LPS AND ALPS

As per GR 4.50 Sounding of engine whistle and SR 4.50.01, LPs/ ALPs shall whistle continuously on approaching tunnel or area of restricted visibility or curves or cutting or site of accidents or when in consequence of fog, storm or any other reason the view of signal is restricted.

Handwritten signature and date: 36/01/2023

(N. S. Bundela)
Dy.CSO/Engg
For Chief Safety Officer
S.E.C. Railway/BSP

- Copy to :**
1. PCE , PCOM ,PCME and PCEE for kind information please.
 2. DRM/BSP, R & NAG for kind information & necessary action please.
 3. Sr.DEN (Co) BSP, R and NAG for information & necessary action.
 4. Sr.DSO/BSP, R & NAG for information & necessary action.
 5. Principal, DPWTC/BSP, ELTC/USL, DETS/DGG, ZSCETC/NIR and MDTC/BSP for information and counseling to staff.