

**SOUTH CENTRAL RAILWAY**  
**HEADQUARTERS SAFETY ORGANISATION**  
**BI-MONTHLY SAFETY BULLETIN – NOVEMBER & DECEMBER 2023**

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**DETAILS OF ACCIDENT AND UNUSUAL THAT OCCURED OVER SOUTH CENTRAL RAILWAY.**

- I. Brief of the Accident :** On 26.10.2023 at 18:02 hrs. at Purna (PAU) Yard of Nanded (NED) Division, while Train No. KIIB/Container with Multi Loco Nos. 70063 & 12566/WDG4/PA empty Goods dispatched from Goods line towards MRV Station and meanwhile MU LE Nos. 11393 & 11436 / MLY given movement from common loop line (PF No.4) at 17:56 hrs to shunting neck-2 for attaching to outgoing Train No. 12719 Exp., MU Loco Nos. 70063 + 12566 / WDG-4 / PA of Train No. KIIB/C got derailed between Point No. 51B & 53B and MU LE on shunting neck-2 also stopped due to one end of drop arm, OHE material stuck up with body frame of multi light engine running on shunting neck-2 and other end of it was hit with rail track and broken the track, which lead to derailment of leading loco No.70063 of Train No. KIIB/C all wheels and trailing Loco No. 12566 front truck all wheels between Point No. 51B & 53B.

This accident is categorized as – D5.

**Cause of the Accident :**

1. Assembled Drop Arm was kept between the tracks instead of immediate erection or kept away from the track.
2. Traffic block / Works site protection not ensured.

**RESPONSIBILITY :**

**PRIMARY :**

1. Shri. Shiv Shankar, SSE/RE/NED,

**SECONDARY :** NONE

**BLAMEWORTHY :**

1. Shri. Nitish Kumar, GLP/PAU (Working as Shunter),
2. Shri. Bhanwar Singh Meena, GLP/AK,
3. Shri. Wakode Ashish Devrao, ALP/AK.

**RULES VIOLATED :**

1. SSE/RE/NED : Violated IRSOD Para No. 8 (a) Chapter-I of Schedule-I (Page No.3)
2. LP, ALP & Shunter : Violated G&SR : GR Rule No. 4.40.

## **MATTERS BROUGHT TO LIGHT**

1. Adequate labours to be deployed, wherever any such works are carried out,
2. Proper supervision is a must by RE supervisors.
3. Proper procedure related to RE works to be followed.

## **SUGGESTIONS AND RECOMMENDATIONS**

1. Safety park / safety seminar should be conducted regularly by RE / TR Supervisors / Officers.
2. Ambush checks to be carried out on regular basis by RE / TR Supervisors / Officers.
3. Any unauthorised work / unprotected work site matters must be reported to division immediately.
4. Total cost of damage Rs.48,97,961/- (Rupees. Forty eight lakhs ninety seven thousand nine hundred and sixty one only) is to be recovered from CORE/SC unit.

**II. Brief of the Accident :** On 22.11.2023 at 06:52 hrs., DN Train No. 17254 SC – GNT Passenger with Loco No. 39261/WAP7/LGD with 19 Coaches + One Dead Loco No.40203/WDP4D/GY, while entering into DN loop line for schedule stop at Balanagar (BABR) Station of Hyderabad Division, LP passed DN Loop line Starter (S4) at “ON” and stopped after passing 16.25 m.

This accident is categorized as – H1.

### **Cause of the Accident :**

1. The Gate cum distant signal was in attention aspect, inner distant in attention & Home signal in caution aspect for admitting on to DN loop line, LP has reduced the speed of Train No. 17254 from 54 Kmph. while passing Home signal to 29 Kmph. while passing facing point for DN loop line and further reduced to 25 Kmph. up to half of the platform but delayed application of brakes due to lack of alertness resulted into Train No. 17254 Loco No. 39261 / LGD passing Starter signal (S-4) at “ON” at BABR Station, at 06:52 hrs on 22.11.2023 by 16.25 meters.
2. The cause of accident is delayed application of brakes by GLP, late application of RS valve by Sr. ALP and improper calling out of signal by GLP & Sr. ALP.

### **RESPONSIBILITY :**

#### **PRIMARY :**

1. Shri. Bhoopathi Reddy Gajjela, GLP/KCG, has failed to stop before DN loop ,line Starter signal (S-4) and has passed at “ON” position at BABR Station in SC – DHNE section. This violates the Rule No. GR 3.08.4(b), GR 3.81(1), GR 2.09, GR 3.83 (1&3) and SR 4.40(1) of SCR G&SR 2020.

2. Shri. Chandra Bhushan Kumar, Sr. ALP/KCG who has failed to stop before DN loop line Starter signal (S4) & he has passed at “ON” position at BABR Station in the SC – DHNE section. This violates the Rule No. GR 3.08.4(b), GR 3.81(1), GR 3.83 (1&3) and SR 4.40(1) of SCR G&SR 2020.

**SECONDARY :**

1. Shri. B. Krishna Prasad nominated CLI/KCG of Shri. Bhoopathi Reddy Gajjella, GLP/KCG for failing to do SPM analysis of his nominated LP.
2. Shri. S. Kiran Kumar, CLI/KCG, nominated CLI of Shri. Chandra Bhushan Kumar, Sr. ALP/KCG for failing to do timely monitoring his nominated crew.

**BLAME WORTHY :** NONE

**RULES VIOLATED :**

1. LP : GR 3.08.4(b), GR 3.81(1), GR 2.09, GR 3.83 (1&3) and SR 4.40(1) of SCR G&SR 2020.
2. ALP : GR 3.08.4(b), GR 3.81(1), GR 3.83 (1&3) and SR 4.40(1) of SCR G&SR 2020.

**MATTERS BROUGHT TO LIGHT**

1. GLP & Sr. ALP has passed the DN loop line Starter signal (S4) at “ON” at a speed of 17 Kmph. & travelled 16.25 Meters before coming to stop. The speed was 29 Kmph. while passing facing points which was 1078 meters from DN loop line Starter (S4) and both GLP & Sr. ALP had sufficient time to control train well before Starter. Due to late application of brakes by LP & late application of RS Valve by Sr. Alp lead to SPAD.
2. The Sr. ALP Shri. Chandra Bhushan Kumar was booked even though his PR was due. This issue was brought to the notice of shift CC who failed to take adequate action. The non-entry of PR in CMS is also a serious issue and need to be addressed.

**SUGGESTIONS AND RECOMMENDATIONS**

1. GLP & SR. ALP should call out signal aspect loudly and clearly along hand gesture, Station name, signal name, speed of train, distance to signal.
2. While booking crew, it should be ensured that mandatory requirements such as LR, PR etc are not due.
3. Proper entries of PR in CMS to be ensured.
4. CLI's shall analyse SPM regularly and monitor their crew timely.
5. CVVRS may be installed in all locos at the earliest.
6. Crew staying considerably far away from their depot and required to appear for duty in the wee hours are to be encouraged to come in the night itself and should be permitted to take rest in the rest / running room for availing sound sleep and quality rest.

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### **ATTENTION ..... STATION MASTERS**

**S.R. 5.23.2.** Additional precautions to be taken while stabling vehicles / load / train at a station with gradient steeper than 1 in 400 may have been prescribed under approved special instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions:-

- 1 Before vehicles are uncoupled, the hand brakes should be applied, wooden wedges/iron skids, should also be used to prevent vehicles from rolling down;
- 2 As far as possible, the vehicles / load / train should be stabled on a line which is isolated from other lines, particularly running lines.

**S.R. 5.23.3.** Action by Loco Pilot / Assistant Loco Pilot before leaving the loco in case load/train is stabled with locomotive attached or light engine(s) is / are shut down or stabled:-

- 1 Application of both SA-9 and A-9 brakes;
- 2 Application of hand brake and parking brake;
- 3 Secure the loco with wooden wedges / iron skids provided on the loco;

### **ATTENTION ..... Engineering**

#### **15.27. Protection of Lorry on the line.**

- (3) Each man so following or preceding the Lorry at a distance of 1200 metres on the Broad Gauge and 800 metres on the Metre Gauge and the Narrow Gauge shall be provided with detonators and place three on the line, 10 metres apart, immediately the Lorry comes to a stand for the purpose of either unloading or loading or should any train be seen approaching, and continue to display the Stop hand signal.
- (4) The man or men carrying the banner flag shall immediately fix the banner flag across the track immediately the Lorry comes to a stand or a train is seen approaching, and continue to display the Stop hand signal.
- (5) In all cases where the flagmen in advance or in rear cannot be kept in view from the Lorry, additional intermediate flagmen shall be posted to relay the signals.
- (6) The Stop signals and detonators shall not be removed until the flagmen have received the orders to withdraw them from the official-in-charge of the Lorry.

### **ATTENTION ..... LOCO PILOTs/ASSISTANT LOCO PILOTs/Train Managers (Guards)**

**S.R. 6.04.2.2** When the train is expected to start, proper vacuum/air pressure must be recreated/re-charged, as the case may be, and the vacuum brake/air brake must be applied before the sprags or wedges or scotch blocks removed and/or hand brakes released. Thereafter, the vacuum/air brakes may be released to start the train.

**S.R. 6.04.2.3** The Loco Pilot himself or, on his direction, the Assistant Loco Pilot, shall be responsible for application and release of the hand brakes of wagons behind the engine. The Guard shall be responsible for similar action in regard to the wagons inside the brake-van.

**S.R. 6.04.2.4.** Considering the condition of brake power on train, the Loco Pilot may take additional precautions as mentioned in sub-rule 2.1 above, during the stoppage of his train on sections steeper than 1 in 150 or 1 in 100 to avoid run-away.