

**SOUTH CENTRAL RAILWAY**  
**HEADQUARTERS SAFETY ORGANISATION**  
**BI-MONTHLY SAFETY BULLETIN – JULY & AUGUST 2013**

**1.0 Irregularities noticed in the working of staff of Operating Department:**

- On 11<sup>th</sup> July 2013, Sri. Bandaru Raju, Pointsman/BZA who was performing shunting in Train No. 17050 was **tested positive** during surprise BA check made.
- On 11<sup>th</sup> July 2013, it was noticed at BZA station of BZA Division, the Pointsman during shunting operations was found travelling by sitting on the coupling of a Goods Wagon in a dangerous position, which is unsafe for the employee. This kind of **dangerous practices should not be encouraged by the In-charge Officials.**
- On 12.8.2013, it was noticed at NRP station of BZA Division that **though one SPAD incident has taken place at this station on 17.02.2011, the same is not entered in the Accident Register.**
- Block telephone of NRP-REG stations of BZA Division was not working **but the telecom failure entry was not made in the S&T Failure Register and no memo was issued to S&T Staff.**
- At PIZ station of NED Division, it was noticed on 20.8.2013 that **acknowledgement of staff was not obtained in the SWR Assurance Register for Amendment Slip No.1 to SWR. TI/PAU also failed to notice this.**
- At COA station of BZA Division, it was noticed on 30.7.2013 that the **Weather Warning Register & Fog Signal Registers are not available.**
- During footplate inspection between SC – BZA section of SC Division on 4/5.8.2013, it was noticed that **‘off’ side signals were not exhibited at MLY, GT, ZN, GUU and RYP stations of SC Division.**

**2.0 Irregularities noticed in the working of Engineering Department:**

- On 11/12.7.2013, it was noticed at GNT Division that Sri. V. Sridhara Chari, JE/TM is overdue for RC at Allahabad from 12.6.2013.
- On 12.8.2013, it was noticed that ROB at REG end of NRP station yard of BZA Division has exposed bottom reinforcement bars of concrete girders above the track portion. This is to be attended at the earliest since this area is corrosion prone and further damage may occur to the girder.
- At LC Gate No. 122/A at KM 292/6-7 between PBN – PIZ stations of NED Division, check rail surface is higher than running rail and there is gap in road surface adjacent to running rail causing hitting of road vehicle wheels on running rail.
- It was noticed at TR station of NED Division on 25.7.2013 that additional loop line is being laid **but released sleepers are being used which is not**

having FTC marking. Only 3 sleepers were found to be 'fit' for providing track circuit out of 60 tested.

- During the footplate inspection on 4/5.8.2013, it was noticed at MABD yard of SC Division at KM 436/24-26 that **50 KMPH SR was imposed on 4.8.2013, but 30 KMPH speed indication board was provided.**
- During the inspection of CTO station on 9/10.8.2013 that **Point No. 19B and 21B – LH side reconditioning to be done.**
- **Repeater W/L boards on approaches of UMLCs in GNT-NDL section not provided.**

### **3.0 Irregularities noticed in the working of S&T Department:**

- Block telephone of NRP-REG stations was not working **and even the block telephone between NRP-GLU side was having heavy humming noise.**
- It was noticed on 16.7.2013 at MUE station of NED Division, that Point No. 22KL and 23 KL are **on wooden sleepers, instead of PSC sleepers.**
- Block instrument between MGC – MTDI stations of NED Division was found frequently failing, i.e., twice in February, March, May and once in April 2013.
- **Fog Signal Posts are not relocated** as per amended SR 3.61 in GID – NDL section of GNT Division.

### **4.0 Irregularities noticed in the working of Mechanical Department:**

- On 11th July 2013, at BZA station of BZA Division, after reversal of loco for Train No. 18645, air continuity test was conducted and **endorsement in BPC was made by Technician II/C&W and signed for JE/C&W though JE/C&W was physically not present.** The Technician is not competent to endorse on the BPC.

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## **DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE DURING JULY & AUGUST 2013**

- ❖ **Brief of the incident (Derailment at PRLI):** On 21<sup>st</sup> July 2013 while loco no. 13514 was moving from Goods loop to Transshipment Siding, loco front trolley derailed on Point No. 106 on RH turnout. Train taken two routes.

**Cause:** Defective clamp (equipment failure).

**Staff held responsible:** No staff is held responsible.

- ❖ **Brief of the incident (Averted Collision at GY station of GTL Division):** On 25<sup>th</sup> August 2013, at about 1710 hours, UP CKI Goods hauled by MU 17695+17696 was signaled for reception on to Road No.6 (R&D Goods line) of GY station of GTL Division, which was already occupied by DN DNE/MKPG Goods which arrived onto Road No.6 at 16.30 hours resulting in ‘averted collision’. LP of UP Goods train timely stopped his train on noticing the obstruction near the facing point and reported about the ‘averted collision’ to ‘all-concerned’. Subsequently, the train was backed and received onto Road No.4 which was actually nominated for reception. GY station R&D lines (No.1 to 6, 9&10) are neither provided with track circuits /axle counters.

**Cause:** Outdoor Dy.SS/GY who is responsible to ensure that the nominated line is free of obstruction as per SWR of GY failed to ensure the same and instead exchanged PN with Platform/Dy.SS who in turn advised CASM/North Cabin to take ‘off’ the reception signals.

**Staff held responsible:** Outdoor Dy.SS/GY. However, enquiry report is awaited.

**CHIEF SAFETY OFFICER  
HEADQUARTERS SAFETY  
ORGANISATION**