

**SOUTH CENTRAL RAILWAY**  
**HEADQUARTERS SAFETY ORGANISATION**  
**BI-MONTHLY SAFETY BULLETIN – MARCH & APRIL 2013**

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

- On 12.3.2013 during the BV inspection of 17639 Express in HYB Division, it was noticed that M/E Guard/KCG Sri. K. L. Nagaraj was not in possession of valid competency certificate. Also noticed that several unauthorised persons were allowed to travel in the BV in violation of SR 4.23.1.
- On 23.4.2013, it was noticed at MGB station of GTL Division that Disconnection was given to LC gate 25/T at 1055hrs on 09.12.2012 and the Reconnection was given at 0900hrs of 10.12.2012. **During this intervening period, the laid down procedure of treating the interlocked LC Gate as non-interlocked and exchanging PNs for every train was not followed.**
- On 18.4.2013, during the safety audit inspection of NDL station of GNT Division, it was noticed that Dy.SS/NDL performed shunting in the face of an approaching train in violation of Para 8.1 of SWR and GR 8.09 & 8.10.
- On 18.4.2013 at NDL station of GNT Division, it was noticed that **while attaching coaches of safety audit team by the passenger train at 2000 hours, Shunting Order T.806 was not given to the Guard of the train.** The same was given after completion of attaching the coaches in the train.
- SWR/NDL of GNT Division was not having **Index containing amendment slip no., and date, Para No. which is amended / modified and page number which is replaced, etc., is not maintained in spite of** re-iterating the same for implementation by COM/SC vide letter No. T.387/Insp/Optg/Rules/Vol. III dated 30.01.2012.
- **Route Cancellation Register/NDL:** It was noticed that **more number of cancellations are initiated due to change in the planning** by the SCOR and the SMs are not following the laid down procedure of advising the crew in writing per SR 3.36.5.

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

- **PSC Girder Bridge No.302 between Chelama – Diguvametta stations of GNT Division - missing cable duck slabs need to be recouped.** Bridge approach (KM223/8-6) **cess to be madeup.** Chelama end **ballast retaining wall need to be rised.**
- ‘Bogadha’ tunnel of GNT Division - CTR work is sanctioned and ordinary PSC sleepers are proposed to be laid and then Holes are planned to be drilled to accommodate Guard rails.

**This may result in damage to PSC sleepers and consequent reduction of life of PSC sleepers due to drilling of sleepers.** 15 trolley refuges are available with 'R' mark board but **retro reflective paint is not used to paint that board.** Trolley refuge entries are blocked by concrete wall to cover OFC cable causing obstruction on the path of trolley removal from track which is unsafe.

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

- NDL station of GNT Division: **Calling-on signal initiation time** - as per amended **Para 7.19.5 of IRSEM, Part I**, the initiation time for taking 'off' Calling-on signal is reduced from 120 seconds to 60 seconds, **but GNT Division has not yet executed, whereas GTL Division has executed. It is necessary to modify the same to avoid confusion to the Loco Running Staff since the LPs are working in both the Divisions.**
- ESM/Grade III Sri. K. Krishna Mohan Reddy was found **working without competency certificate since March 2012 (more than one year) at NDL station of GNT Division** which is in violation of SR 3.51.5.
- NDL station of GNT Division: **Amended GR 3.07 (Distant Signal)** – modification to signal circuit in single Distant territory of GTL Division was not done **but not in GNT Division. It is necessary to modify the same in GNT Division also to avoid confusion to loco crew who are working trains in both the Divisions.**
- **Relay Room/NDL:** SSE/Signals/NDL could not take out data logger output to cross check the opening and closing of relay room.
- On 26.4.2013, during the inspection of ART/BZA, it was **noticed that the satellite phone is short.**

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

- On 09.4.2013, it was noticed that Shunters working at NZB depot **are not having the training of handling the WDG type locos.**

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## **DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE DURING MARCH & APRIL 2013**

- ❖ **Brief of the incident (SPAD at AWB station of NED Division):** On 10<sup>th</sup> April 2013, Train No. 77683 (DEMU) from J – NSL arrived on mainline (Road 2) of AWB station at 0730 hours and further waited for crossing of train No. 16734 Okha – Rameswaram non-daily express. On arrival of 16734 express on second loop (Road 3), disconnection was given at adjacent station Daulatabad for cable meggering at 0800 hours as a result of which the block instrument between AWB – DLB is suspended and PLCT working introduced. Line clear for DEMU was taken and PLCT was prepared and delivered with instructions on walkie-talkie from SM to LP that Starter taken 'off'. **But, the Dy.SS has failed to take 'off' correct Starter, i.e., instead of mainline, he has taken 'off' second loop Starter signal.** LP of DEMU started after exchanging signals with Guard and started. As the LP came close to the Starter location, he noticed the 'danger' aspect of the signal and tried to control but could not do so. As a result of this, '**SPAD**' occurred and **point no. 33 was trailed through.** The final distance travelled beyond Starter signal by the LP was **109m.**

### **Shortfalls noticed:**

- LP of DEMU while stopping did not draw the train close to the Starter signal, instead he stopped 300m behind the Starter signal (SR 4.49.1).
  - As a result of this, the LP was not in a position to see whether the correct Starter signal is taken 'off' or not; and also he was given an opportunity to pick up speed after starting.
  - Dy.SS, LP and Guard failed to follow GR & SR 4.35 in not taking 'off' correct departure signals.
  - As per the snap shots of dataloggers, it appears that the Dy.SS failed to alter the points as per GR 3.38(2) immediately after the arrival of T.No. 16734.
  - T. No. 16734 was having 5 minutes schedule halt but on the day of incident, the train was running late by 30 minutes. Hence, the Dy.SS should have taken 'off' departure signals for express train instead of waiting for schedule 5 minutes. By doing so, the departure signals of that line towards opposite end (MMR end) would not have obeyed and he would have escaped from the charges of the incident.
- ❖ **Brief of the incident (Derailment of JSWT Goods train at RU station of GTL Division):** At about 2305 hours, JSWT Goods from **HOM to BAY** loaded with **limestone 59+1** hauled by multi electric locos while **leaving from Road no.8** of RU station (**signal movement**) derailed by **5 wagons** (15<sup>th</sup> to 19<sup>th</sup> from TE). Cross-over point no. 19 and 18 are damaged. As a result of the derailment, movements to & from Gudur direction for coaching lines (platform lines) are disrupted.

**Cause:** Breakage of tongue rail.

❖ **Brief of the incident (Fire in Auxiliary Van of MRV/RJY station of BZA Division)** : On 30.4.2013 at about 1150 hours, Tech/C&W/RJY informed CWS/RJY that he noticed heavy smoke emitting from Tool Van rear portion of MRV which is on Road No.8. CWS immediately informed SMR/RJY and IPF/RJY at 1156 hours. Fire Brigade/RJY was informed at 1200 hours who arrived by 1210 hours. Power block was taken at 1210 hours. **Fire was brought under control at 1330 hours.** C&W staff and RPF staff used 12+1 (DCP + water mist type) fire extinguishers from station and adjacent ART. Water from ART Siding water hydrants was used. Medical Van of MRV was detached & isolated. ART which was on adjacent line was also moved to MEMU Car Shed.

**Cause:** Under investigation

**Matters brought to light:**

- Intensity of fire aggravated due to the bursting of LPG lamps, oxygen cylinders, detonators, petrol, etc.,
- However, due to the swift thinking, presence of mind and timely action on the part of the staff, further damages was prevented to Electrical items kept in the coach towards VSKP end including 205 litres of K. Oil.

❖ **Brief of the incident (Derailment of light engine at PAU station of NED Division)**: On 5<sup>th</sup> May 2013 at about 1900 hours at PAU station of NED Division, light engine WDG-4 12572 which was stabled on MRV Siding in 'dead' condition towards PBN direction derailed. The loco was taken over charge by the Shunter/PAU who was instructed to crank the loco and bring it onto a Goods formation to work the train towards AK direction. Accordingly, the Shunter cranked the engine but removed the wedges before ensuring the air pressure is built up. As a result of this, the loco rolled back and derailed.

**Cause:** Under investigation.

**Matters brought to light:**

- The loco was stabled in 'dead' condition on 2<sup>nd</sup> May 2013 in MRV Siding/PAU for working MRV in emergency.
- It appears that the wedges which were used for securing the loco were removed before building up air-pressure.
- Also, the hand brake of the loco was released before cranking.

**CHIEF SAFETY OFFICER  
HEADQUARTERS SAFETY  
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