

SOUTH CENTRAL RAILWAY
HEADQUARTERS SAFETY ORGANISATION
BI-MONTHLY SAFETY BULLETIN – SEPT & OCT 2013

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

- During surprise night inspection of KRA station of SC Division on 5/6.9.2013, it was noticed from the S&T Failure Register that the block failure continued for about 24 hours (failed at 1850 hours of 19.4.2013 and rectified at 1800 hours of 20.4.2013), **but the section TI/BDCR did not oversee the working of PLCT which is against the instructions of COM/SC.**
- LC Gate No. 24A at KM 270/2-3 between PRLI – WDN stations of SC Division – noticed during the inspection on 19.9.2013 that the SM/PRLI is giving two PNs for the movement of one train and in turn the Gateman also giving 2 PNs which is not in conformity with the provisions of SWR.
- It was noticed during the inspection of SDM station of BZA Division on 9.10.2013 that the Goods train after loading at the station is allowed to run at a max. speed of 60 KMPH instead of 40 KMPH since the wagons are not weighed at the loading station and till the next weigh bridge location the train is supposed to run with 40 KMPH; and BTTR is the next weighbridge location in this case. Similar such failure was noticed at MTM station of BZA Division on 17.10.2013 where the BCN rake was allowed to run at 60 KMPH even though the train is not weighed on the weigh bridge at the originating station, i.e., MTM.
- During surprise night inspection of PAGM station of BZA Division on 17/18-10.2013, it was found that ASM and Pointsman were sleeping on duty. During the same inspection, Gateman of LC Gate No.5/T was tested positive during surprise BA Test.
- During the inspection of HNL station of NED Division on 25.9.2013, it was noticed that Sri.Kasinath Heeraman, Passenger Guard / Purna was working the train 57582 Passenger **without competency certificate.**
- During the inspection of Peddapalli station of SC Division on 22.10.2013, it was noticed that signatures are not obtained from Guards after delivering Divisional Caution Order. It was also noticed that the DCOs are handed over to the Crew of the trains towards RGPM from KRMR on run which is in violation of G&SR, Para No.6 of Appendix-I.
- As per Para 3.3 of Appendix ‘A’ of SWR of PDPL station of SC Division it is stipulated that a PN should be exchanged between Gateman and SM to ensure that the DN train has passed through the LC Gate completely since the passage is not proved in the circuit. **This procedure is not followed presently by SMs working in shifts as noticed during the inspection on 22.10.2013.**
- During the inspection of NW station of SC Division, it was noticed that 4 HS lamps are supposed to be available **but none of them were available. The on duty ASM claimed that they are kept under lock and key custody of SS/NW which is incorrect.**
- Out of the available two BA equipments, **one is out of order** as noticed during the inspection of MBNR station under HYB Division on 24.9.2013.
- Stretcher was not loaded in the BV of Train No. 17405 on 3/4 -9-2013.
- During surprise night inspection of DUU station of HYB Division on 13.9.2013, it was noticed from the record of Weather Warning Register that last message recorded in the register was on 11.9.13 at 16.55hrs. But as per SCOR record, last message was issued and acknowledged by DUU station ASM with initials VV at 17.00hrs of 12.9.13, **but this message was not recorded either in the Control Register or in the Weather Warning Message Register.**
- During the ambush check conducted at DUU station of HYB Division on the early hours of 13.9.2013 it was noticed that the Guard of Train No.17651(UP) MS – KCG Exp. allowed **one unauthorized person who was travelling in the SLR to exchange ‘all-right’ signals on his behalf with the station staff which is in violation of SR 4.42.**

2.0 Irregularities noticed in the working of Engineering Department:

- As noticed during trolley inspection of BDCR – KRY section of SC Division on 6.9.2013, trolley refugees are not provided in the section other than cutting locations.
- LC Gate No. 24A at KM 270/2-3 between PRLI – WDN stations of SC Division – noticed that solar light arrangement as an alternate power source during power failures is not functioning.
- It was noticed at NLR station of BZA Division on 28.9.2013 that holes in the column base plates for holding down bolts are made by gas cutting and the size and shape of the holes are irregular. The location being cyclone prone the specifications and quality control measures to be followed in view of safety. Also, the contractor representative is not in possession of any certificate of training.
- Gateman of LC Gate No.120/E in BVRM – NDD section was found sleeping as noticed during the surprise night inspection on 17/18.10.2013.
- Track Defects Register at ADB: On 31.08.2013, LP of 11401 Express reported that Engineering Indicators are not provided for SR 50KMPH at KMs 40/5-41/00 between HDGR–HEM stations imposed due to deficiency of ballast. **Feedback was not given till date of inspection, i.e., 03.09.2013.**
- It was noticed at DLB station of NED Division on 3.9.2013 that in the Container Siding, the crew are unable to check the formation from one side due to heavy vegetation.
- During the inspection of important **Steel Girder Bridge No.442 (45x18.30m) at KM 241/8-240/7 between KRNT-.ALPR stations** on 13.9.2013, it was noticed that there are defective welds on bridge approach, **Sleeper numbers in each span are not marked**, Anti-theft bolts, **only one provided at each fishplate joint instead of two**, Span No.40- on trolley refuge, **top cover of the inspection ladder iron plate missing and there is no ladder which is unsafe for night patrolmen and Keyman. Rail bolts (span No.32) RH side-5Nos & LH side - 10 Nos. are loose. Guard rail bolts- RH side-13 Nos. & LH side - 12 Nos. are loosened. Guard rail bolts are missing from span No.28-31; LH side-36 Nos. & RH side- 30 Nos. (66 Nos. out of 100).**

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

- During surprise night inspection of PRLI station of SC Division on 19.9.2013 it was noticed from the record of Signal Failure Register that on 25.8.2013 DN Distant Signal – one bulb fused and S&T Disconnection Notice T.351 was issued by ESM/PRLI on the same day but reconnection was given on 25.9.2013. **Allowing the signal to be inoperative for a long period is not desirable.**

4.0 Irregularities noticed in the working of Mechanical Department:

- It was noticed during the inspection of ADB station of NED Division on 3.9.2013 that the CC/ADB is also performing the duties as Shunter. By performing dual duties, a wide scope is given for not able to monitor the important and mandatory BA test of crew who are coming either for sign 'on' or for sign 'off'.
- Running Room/ADB – as noticed during the inspection of the station on 3.9.2013, RO Unit is not working, drinking water is purchased from the market, Cooks are not wearing caps and Aprons while cooking the food.
- During the inspection of ASAF station of SC Division on 23.10.2013, it was noticed that full complement of BV Equipment is not being loaded in the Driving Power Car (No. 15038) of Train No. 77225 which is in violation of SR 4.19.
- During the footplate inspection by Train No. 17023 from SC – MBNR section of HYB Division hauled by WDG-3/MLY 14628 was having poor brake power but still permitted by

PCOR to work an express train. The brake power was tested at FM station and noticed that after applying full loco brakes (SA9), on taking 1st notch itself the loco and train moved.

- Spare BA Equipment was not available with the CC/NZB as noticed during the inspection of the station on 3/4-9-2013.

5.0 Irregularities noticed in the working of Electrical Department:

- During the inspection of TL and AC Depot of KCG station of HYB Division on 25.7.2013, it was noticed that the in-chargers are not in the habit of signing in the rake maintenance register which is essential to fix up the correct responsibility in case of any unusual / accident to the coach / train.
- During the inspection of BV Equipment in rear SLR of Train No.17023 between SC - MBNR section of HYB Division on 24.9.2013, it was noticed that other than 3 bulbs, the **main equipment was missing** in the ETL Box No. 147/SC.

DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE DURING SEPTEMBER & OCTOBER 2013

- ❖ **Brief of the incident (Averted Collision at ADB station of NED Division):** On 14.9.2013, at about 16.20 hours, UP BCNL Goods arrived onto 3rd loop of ADB station from Pimpalkutti direction. Instructions from Control was given to clear half portion to Bhokar station since the whole train cannot be hauled with single loco and multi was not available. Accordingly, the instructions were followed. While handing over charge, the outgoing ASM informed the incoming ASM at 2100 hours that light engine/s will come for clearing the remaining second portion.

Crossing of UP Krishna Express and DN BOXN Goods was arranged by Control at UMM station. ASM/UMM took line clear for Goods train on arrival of express train, **but ASM/ADB mistook this as light engines and made arrangement to receive the light engines directly onto obstructed line through Calling-on signal. He also informed the two Gatemen accordingly.**

Cause: Mistake committed by ASM/ADB.

Staff held responsible: ASM/ADB

- ❖ **Brief of the incident (Derailment of 12666 Express between SVPM – KVZ stations of BZA Division):** On 22.9.2013, at about 02.30 hours, while CAPE – HWH Train No. 12666 was on run between SVPM – KVZ stations, next to engine SLRD bogie derailed.

Cause: Due to cattle run over.

Staff held responsible: None.

- ❖ **Brief of the incident (Derailment of MMTS empty rake at LPI station of SC Division on 22.9.2013):** On 22.9.2013, Train 47217 MMTS empty rake rolled back and derailed at LPI station of SC Division.

Cause: LP without ensuring the complete BP pressure creation and application of train brakes, released the parking brakes resulting in roll back and derailment.

Staff held responsible: LP.

- ❖ **Brief of the incident (Derailment of 47128 LPI – HYB MMTS at HYB station of SC Division):** On 09.10.2013, at about 07.50 hours, 47128 MMTS train while admitted on to PF No.2 of HYB Station of SC Division, the LP overshot the dead-end location and derailed the motor coach. As a result of this accident, the LP got seriously injured.

Cause & Staff held responsible: Under CRS/SC Circle investigation.

- ❖ **Brief of the incident (SPAD at YG station of GTL Division by LP of 11014 Express on 12.10.2013):** On 12.10.2013, at 02.02 hours, while Train No. 11014 Coimbatore – LTT Express being received onto DN Mainline of Yadgir station of GTL Division, the LP passed DN Mainline Starter Signal at ‘on’ by about 105 metres.

Cause: Late application of brakes by the LP.

Staff held responsible: LP & ALP as ‘Primary’ and Guard as ‘Secondary’ responsibility.

- ❖ **Brief of the incident (Derailment of light engines at NLPD station of GNT Division):** On 16.10.2013 while coupled engines was leaving from the station from Road No.2 of NLPD station of GNT Division, the leading loco derailed on Trap Point No. 6A.

Cause: Shunter failed to stop after clearance of Shunt Signal No. 3 and passed Shunt Signal No.19 at ‘on’.

Staff held responsible: Shunter.

- ❖ **Brief of the incident (SPAD by LP of DN TKD Container Goods between BG – WP stations of SC Division on 21.10.2013):** On 21.10.2013, while Train DN TKD Container Goods was on run between Bhongir – Wangapalli stations of SC Division, the LP passed DN IBS at ‘on’ by 70 metres.

Cause: Late application of brakes by the LP.

Staff held responsible: Enquiry report awaited.

- ❖ **Brief of the incident (Derailment at TPTY station of GTL Division on 29.10.2013):** On 29.10.2013 while performing shunting spare coaches from Washing line to Road No.7, buffer interlocking took place near Point No. 205 between coaches. C&W staff attended buffer interlock and further, while pushing the coaches towards PAK end, rear truck of coach derailed.

Cause: Buffer interlocking.

Staff held responsible: Enquiry report awaited.

**CHIEF SAFETY OFFICER
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ORGANISATION**