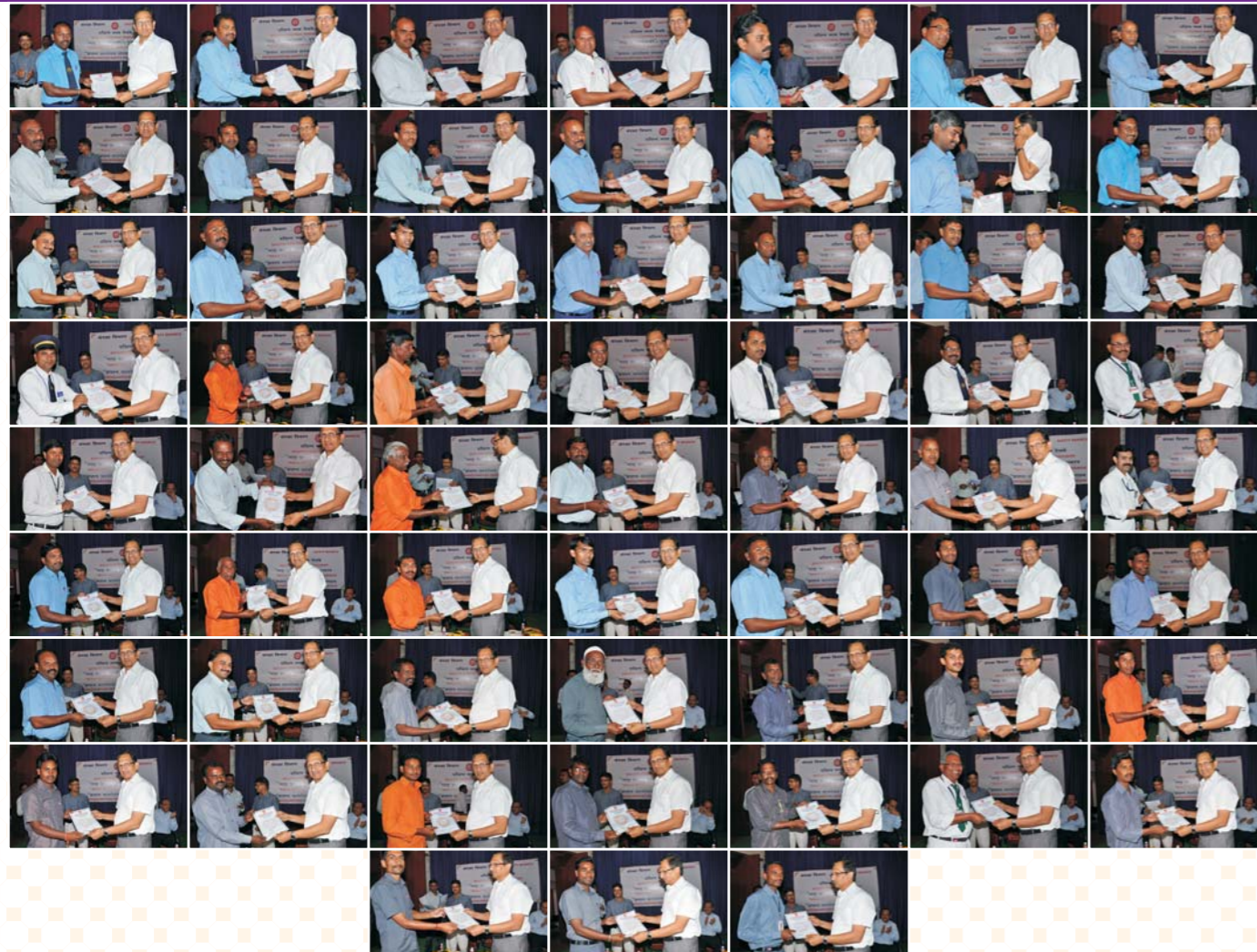




DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE
DURING MARCH & APRIL 2014



Sri. V. Anka Raju, LP/KZJ
Sri. G. Sreeramulu LP/M/GTL
Sri. KNVSS Narayana LP/KZJ
Sri. N. R. Chary, LP/G/PAU
Sri. Y.S. Rao LP/RJY
Sri. Ajit Kumar Verma ALP/RJY
Sri. Balakrishna Gateman
Sri. R. K. Meena NPM
Sri. Sai Peers NPM
Sri. K. Subbarayudu Keyman
Sri. H. Beemaiah NPM
Sri. B. Sateesh Gateman
Sri. Khader Vali Dy. SS/PSPY
Sri. Avinash Kumar Guard/SNF
Sri. B. Ramesh YP/MAG
Sri. G. Mohana Rao Gateman/TUNI
Sri. P. Ramakrishna Rao APM/BPP
Sri. P. Muni Mohan Tech/BZA
Sri. M. Sivasastrulu LP/BZA
Sri. M.Ch.S.Rao LP/Pass/
Sri. Kareemulla LP/Pass/GTL
Sri. Bheemrao. J LP/Mail/PAU
Sri. D.S. Rao LP/BZA
Sri. Arun Kumar ALP/BZA
Sri. Ramakrishna G.Man
Sri. Sudhakar NPM
Sri. K. Murali Gateman

Sri. D. Venkata Ramana Keyman
Sri. Adimurthy Gateman
Sri. V. Ravinder Dy. SS/BPA
Sri. G. V. Mallikarjunarao Dy. SS/E/KZJ
Sri. G Venkateswarlu Guard/GTL
Sri. Anil Kumar P.Man/HAQ
Sri. B. Chinna Rao Gateman/NZD
Sri. K. Seshayya Gateman/TUNI
Sri. B. N. Shankar LP/Mail/PAU
Sri. S.E. Rao LP/Goods
Sri. K. Shafiullah Khan, LP/Goods/GTL
Sri. B. Chandrasekhar Rao LP/RJY
Sri. Ch. N.R. Prasad ALP/RJY
Sri. B. Ramesh LP/Goods/BTTR
Sri. J. Simhachalam ALP/BTTR
Sri. L. Ravi Kumar NPM
Sri. P. R. Naresh Gateman
Sri. Veeranna NPM
Sri. Ram Nivas Meena NPM
Sri. Karim NPM
Sri. Tameem Khadri SM/MOO
Sri. M. P. Uzve SM/KKG
Sri. SK. Ameer Guard/DHNE
Sri. J. Parasuram P.Man
Sri. K. Nagendra Babu Gateman/AXR

Sri. Syed Hussain Tech/C&W/GTL
Sri. P.C.K. Ramulu LP/GTL
Sri. S.M. Basha LP/G/GNT
Sri. R. Nagabhusanam ALP/GNT
Sri. Ravindra Bharati LP/P/GTL
Sri. G. K. Mohan LP/Goods/BZA
Sri. P. A. Sandeep Kumar ALP/BZA
Sri. G. Anna Rao LP/BZA
Sri. V. Nagendra Kumar ALP/BZA
Sri. Vimlesh Singh NPM
Sri. Basilingappa NPM
Sri. Chandrasekhar NPM
Sri. M. Dharma Rao Gateman
Sri. Ravi Kumar NPM
Sri. Chaubey Dy. SS/CK
Sri. Ch. Rama Govinda Dy. SS/ZPL
Sri. Sateesh Pointsman/WL
Sri. K. Govind P Man/MTDI
Sri. Ch. Satyanarayana Gateman/BVL
Sri. Kailash Gangaram Tech/C&W/KNW

Chief Safety Officer
Headquarters Safety Organisation

1. Brief of the accident: On 21st March 2014 while performing shunting at PAU station of NED Division derailment of two coaches took place. The brief of the incident is after completing the primary maintenance of empty rake of Train No. 17610, the rake was being backed from pitline to new Goods line in pushing mode. In the course of pushing, the rearmost two coaches were pushed beyond the dead end and derailed..

Cause: Due to non-observance of shunting rules by the Shunting Staff of the station.

Matters brought to light: Enquiry report awaited.

2. Brief of the accident: On 12th March 2014, LP of BCNHL Goods caused SPAD at MAGH station of SC Division by passing the Home Signal at 'on' and entering onto the loop line before finally coming to a halt on common line (UP loop).

The brief details are that the incoming Goods train from Pandarpavani Siding, was stopped at the Home Signal for want of path ahead at 05.25 hours. At 06.44 hours, the train slowly passed the Home Signal at 'on' and entered onto the common loop line by passing an approximate distance of 900m.

Cause: Releasing of loco brake on falling gradient in rear of Routing Home Signal which was at 'on'.

Staff held responsible: LP & ALP as 'primary' and Guard of the train as 'secondary'.

3. Brief of the accident: On 5th March 2014, at about 17.45 hours, GY/BTPN Goods train was being pushed into Oil Siding of GY station of GTL Division. Due to raising gradient, the LP could not push the load inside the siding and the movement was temporarily stopped in order to enable correct setting of points in rear. At that time, the formation rolled back in loco leading position and loco along with 3 loaded wagons derailed after Point No. 15B. As a result of the derailment, the East line was obstructed.

Cause: Entered into point while operation of point by loco of BTPN Goods.

Staff held responsible:

Primary: Sri. M. Muralidhar, LP/G/GY who entered into the track circuit area from Siding without proper authority or permission of SM and violated GR & SR 3.82.

• Sri. Amit Kumar, CASM/South/GY who allowed movement soon after clearance of point no. 15 by Train No. MBPG into siding without ensuring its movement. He also failed to notice the reasons for track down of relevant track circuit and act accordingly.

• Sri. S. Venkatesh Naik, Pointsman, who set the manually operated point to siding without the knowledge or instructions of either CASM or Shunting Master and authorising the movement by waving hand signal during the course of operation of point no. 15.

Secondary: Sri. Shaik Shavali, Goods Guard/GY, who failed to use his best endeavour to attract the attention of the LP and failed to apply brakes.

Matters brought to light: Procedure of despatching and receiving trains to / from BPCL Siding are not mentioned in the SWR. There are two trap points and both are permanently spiked. CASM/South had no co-ordination with the shunting staff during the shunting operations.

Suggestions: Proper isolation to be provided on siding line as per the prevailing gradient.

4. Brief of the accident: On 3rd March 2014 at about 03.00 hours, loco No. 27922 along with power car was on Road-4 waiting for departure towards HYB direction at SNF station of SC Division. Train No. 17222 LTT - COA Express was given run through signals via Road No.3, but the LP who was waiting on Road-4 passed Starter Signal No.4 at 'on' and derailed in trap point No.27. No obstruction to through traffic.

Cause: Failure of LP in not adhering to the aspect of the Starter Signal resulting in SPAD and derailment.

Rules violated: SR 4.49.1 which stipulate that 'while stopping the train, LPs shall stop the train short of the Starter Signals'.

Staff held responsible: ALP Sri. Mohd. Rafi was held responsible under 'primary' for driving the loco without the presence of LP and thus violated GR & SR 4.20 (2). LP Sri. B. Venkateswara Rao as 'secondary' for failing to keep the reverser handle in his possession while leaving the cab and thus violated SR 17.09.10.1 and SR 17.09.11.1. And, Sri. M. Venkateswara Rao, Guard also as 'secondary' for starting the train in violation of GR 4.35(2).

5. Brief of the accident: On 1st April 2014 at about 15.40 hours, RTPM Goods hauled by WAG-5 multi with a load of 59+1 while being admitted on to Road No.4 of HX station of GTL Division from Kanamolapalle station, both the locos and 2 wagons next to train engine derailed.

Cause: Failure of SSE/P.Way/HX for failing to impose permanent speed restriction of 15 KMPH on 1 in 8 1/2 turn out leading to Road No.4; and the LP for bad enginemanship (running at 24 KMPH).

Rules violated: SR 4.10 and GR 15.02 by SSE/P.Way/HX and GR 3.78 (i) (a) & (b) by the LP.

Matters brought to light:

• Provision of 1 in 8 1/2 turn out on mainline at HX station is a non-standard feature. Engineering Department should have notified this at the site as well as in WTT.

• Notification in WTT-69 permitting 30 KMPH is a mistake continuing for the last 6 years.

• After yard modification and doubling, specific sanction of CRS to enhance the speed to 30 KMPH on loop line was not obtained.

• LPs admitted onto Road No.4 in DN direction failed to notice the discrepancy with reference to WTT and they are admitted with a common route indicator. Common indicator will not give specific information as to which road the train is admitted, i.e., road 4 or 5.

Staff held responsible: Sri. V. Dhamuraju, SSE/P. Way/HX and Sri. P. Kameswara Reddy, LP/NRE as 'primary'; and Officials of ELS/ET as 'secondary'.

6. Brief of the accident: On 2nd April 2014 at 14.00 hours, KTYM Goods was signalled for reception on to Road No.11 of GTL station from AD end. Subsequently, as per the instructions of Control, the train was stopped near the Point No.88 near North Cabin/GTL by advising the LP on walkie-talkie. Further, Shunting Order was given to back the train for proper admission towards GY direction instead of Kalluru direction. While backing the load, the train engine derailed. As a result of this incident, as many as 6 trains lost punctuality from 100 minutes to 282 minutes.

Staff held responsible:

Primary:

• Sri. M. Ramesh Reddy, SSE/P.Way.GTL for failing to replace the LH tongue rail of the point against his own endorsement made in Joint

LP & ALPs OF LIGHT ENGINES / EMU/MEMU/DEMU AND SHORT FORMATIONS
DRAW YOUR TRAIN UPTO THE FOOT OF THE STARTER OR STOP BOARD

OPERATING AND RUNNING STAFF -
YARD DERAILMENTS ARE ON INCREASING TREND. PREVENT THE SAME BY FOLLOWING THE PROPER SHUNTING OPERATIONS

Inspection of Points and Crossings Register. Also,, Sri. R. Ramana Reddy Dy.SS/PF/GTL for stopping the train out of course after signaled without proper reason and for ordering to push back without following the rules for unsignalled movement.

- Sri. S. Md. Yahiya, Dy.SS/Outdoor/GTL for not following the rules for unsignalled movement and Sri. G. Adikesavulu/Dy.SS/PF/GTL for nominating Road No.11 in spite of being told the path of the train towards GY.

7. Brief of the accident: On 3rd April 2014 at about 08.40 hours, loco No. 12687 derailed on Trap Point No. 14A of Road No.5 of Chittapur station of SC Division. The loco was in stabled condition (made dead by previous crew) from 04.30 hours. At 08.15 hours, GTL Division crew Sri. M. Prasad, LP/RC/GTL and Sri. Vijay Singh, ALP/RC/GTL were booked to work the light engine from CT to SUH. LP advised ALP to take charge of the loco and check the oil levels. ALP removed skids which was used for securing the loco and also released hand brakes before cranking the loco, as a result of which the loco rolled down and derailed in trap point.

Cause: Failure of ALP in removing the skids and releasing the loco hand brake before cranking and building air pressure.

Staff held responsible: ALP Sri. Vijay Singh, ALP/RC/GTL.

8. Brief of the accident: On 18.4.2014 at 11.11 hours, LP of DN MNGT Goods passed DN Mainline Starter Signal No. 5-18 at 'ON' of Manopad station of HYB Division. Crossing of DN MNGT Goods with UP 57426 Passenger was planned at MOA station by the Section Control. SM/MOA first admitted DN Goods on mainline by taking 'off' DN Home Signal but the LP failed to adhere to the stop aspect of mainline Starter and caused SPAD.

Staff held responsible:

Primary:

- Sri. M. A. Hakeem, LP/KCG for passing Starter signal at 'on'.
- Sri. K. Sandeep, ALP/KCG for not acting in time and for not operating emergency when LP failed to stop the train in front of the signal.

Blameworthy:

- (1) Sri. Gerald Santiago, Gods Guard/KCG for failing to secure his train before getting down from the BV and also for failing to ascertain the facts and failed to give message to Control regarding the incident.
- (2) Sri. P. Rajesh Kumar, SM/MOA for failing to follow the procedure of backing the train, failing to preserve the clues and failed to serve a memo to back. He also failed to write the incident of unusual in station diary and for failing to give a message to Control as per control order book record. (3) Sri. M. M. Basha, LI on special duty for improper counselling regarding 9 commands to prevent SPAD since the incident occurred just 4 days after counselling

Flash News Letter No.2

1. Running of push trollies are strictly prohibited between Sunset to Sunrise or when visibility is impaired due to heavy rain / thick fog even during day (SR 15.26 shall be strictly followed).
2. In emergency, if push trolley is required to be placed on track during Sunset to Sunrise, it shall invariably be under block protection.
3. Route locked cases – failure entry not made in S&T Failure Register at stations.

COM/SC letter No.T.411/P/1/Vol.VIII dated 01.5.2014 advising Divisions to counsel all TIs and SMs to make failure entry in the S&T Failure Register related to all route locked cases, one train failures, track circuit failures which may automatically rectify after the passage of train, BPAC failures, etc.,

Irregularities noticed

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

- Station Working Rules No.690 of SELU station of NED Division as noticed on 15.3.2014: Railway Goods Material loop line with a length of 715 meters is shown in SWR and on Panel Board but physically the line does not exist (except end portions with points) since February-2011. Starter Signals are also provided on both directions and the signal lights are not extinguished though the line does not exist.
- Disconnection to SSDAC (BPAC) at SELU: Disconnection was given to SSDAC between SELU – SCO stations from 13.11.2013 to 09.01.2014 and again from 11.01.2014 till date of inspection, i.e., 12.3.2014. During this Disconnection period, trains are dealt in normal working instead of suspending the block and introducing PLCT as per Railway Board letter No. 2009/Safety (Signals)/26/2 dated 29.4.2010 which stipulate that 'instances have come to the notice that where the BPACs cannot be reset, the BPACs are by-passed from the block instruments to eliminate train passing on PLCT which is a dangerous trend and needs to be curbed to ensure safety'. Similar situation was noticed at PBN station of NED Division on 24/25.3.2014 where the BPAC between PBN and PIZ stations was in disconnected condition since 26th January 2014 till date of inspection.
- Shunting at PBN station of NED Division on 24/25.3.2014: Clubbing of BCN Empties is being carried out from Goods Sidings at PIZ end. The shunt movements are going beyond the LSS for which T/806 is given to the LP instead of Shunt key + T.806 as per Para 9.3 of Appendix-XII in G&SR are violated.
- Guard /PAU Sri. Sk. Farook Khan who was working Train No. 17058 Devagiri Express from PAU to MMR on 28.3.2014 was not writing the PN received from SMs in connection with the complete arrival of train in Rough Journal Book as per SR 14.10.2.
- Footplate inspection by Train No. 11303 between HYB – TDU stations of SC Division on 09/10.4.2014: Automatic Competency Certificate of Sri. Puspendra Meena, ALP/SC overdue from 12.01.2014. Dead Loco No 16387 WDM3A/GTL was attached next to Train Engine in unmanned condition against the rule provision of Para 9.5 of Appendix VIII of G&SR. At RMY station, GLP of UP KSN Goods which was standing on UP loop line failed to exchange 'All Right Signals' with the Crew of T.No.11303 Express as per SR 4.42.
- Smt. C.Sunanda Dy.SS and Miss Sridevi/APM of SKP station in SC Division as noticed on 17.4.2014 are overdue for Refresher Course from 08.04.2014 and 31.03.2014 respectively.
- SWR/KDM as noticed on 09.4.2014: Existence of two 'Special Class' LC Gate Nos. 77 & 78 are mentioned in the SWR, SWOD and on the VDU, but, these two LC Gates are closed permanently about 6 months back and no amendment to this effect is issued to SWR and no authorisation message / letter is issued by any Official. Also, the proving of interlocking is made through without any amendment to Appendix 'B'. Appendix 'G' – electrified section working instructions – not kept as a part of SWR,
- Ambush check conducted at KDM station of SC Division on 09.4.2014: Guard of DN 12752 Manuguru Express Sri. Madar Saheb/KZJ failed to respond to the 'danger' signal exhibited by the SM as a part of ambush check. He was subsequently advised to be relieved at DKJ.
- SM/KDM conducted surprise night inspection on 27.3.2014 without entering the remarks in TSR. Later, on enquiry it was revealed that he has made entry in the inspection register without actually conducting the inspection.

- Train No. 12604 which arrived on PF No.4 of BZA station on 10.4.2014 at 21.35 hours and incoming Guard Sri. K. Satyanarayana left the SLR unmanned without waiting for reliever which is in violation of GR 4.60. Outgoing Guard Sri. Nagaraju came at 22.00 hours.

- Train No.17213 Express (NS-NSL) arrived on PF No.5 of BZA station on 17.4.2014 at 06.20hrs. It was noticed that one dead loco No.13338 (Shakti) was attached in rear of the formation which was not provided with tail lamp / tail board as per GR & SR 4.16.

- Essential safety equipment at MUE station of NED Division on 19.4.2014: Out of three tri-color HS lamps, only one is working properly. One is intermittently working and another one is totally not working.

2.0 Irregularities noticed in the working of Engineering Department:

- Joint Inspection of Points and Crossings Register at SELU station of NED Division: Deficiencies noticed during the 3rd quarter of 2013 were not complied till 12.3.2014 in spite of ADEN/J, Sr.DEN/West/NED and Sr. DSTE/NED advised to comply the same.
- Joint Inspection of Points and Crossings Register at PBN station of NED Division on 24/25.3.2014: 'LH side burr was noticed on both sides on Point No.29B' during the first Quarter Inspection of 2013. The same remark was carried out during the next Joint Inspection and was not complied even after Sr.DSO/NED, Sr. DSTE/NED and AOM/NED remark during their inspection of the stations on 13.01.2014, 06.01.2014 and 10.10.2013 respectively.
- During footplate inspection by Train No. 17057 from RGO – AWB on 28th March 2014, it was noticed that R W/L boards are not provided for UMLCs though instructions exist for the same in NED & GNT Divisions.
- Inspection of LC Gate No.58/Engineering non-interlocked at KM 124/9 – 125/0 between CTH – KMV stations of NED Division on 28.3.2014: Road portion along the track damaged, wooden check blocks needs replacement, sign Boards on RH side of the track are not fixed as per IRPWW & 2nd Sign board was bent, Bells gongs are not working, Wicket gates and gate lamps not provided.
- LC Gate No. 104/T at KMT station of SC Division on 22/23.4.2014: Electrical and Cable wires are hanging on the height gauge at Khammam Bazar End. Ground clearance between road and lifting barrier is more. Lifting barriers are not fully opening. Lifting barrier getting stuck at 600-700 angle, one HS lamp is not working Gate Women, Miss B. Jyothi knowledge is not adequate.
- There is a deep well at the edge of the platform of KDM station of SC Division towards BZA end which is dangerous for passengers. Also, the 'hot axle siding' terminates at the edge of the well where a vehicle / engine may accidentally fall.

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

- Disconnection and Reconnection/BMF station of NED Division: On 07.12.2013 disconnection was given for the failure of Glued Joint between 1Track and 15 Track at 0440hrs and was reconnected at 1510hrs. It was noticed that a remark of 'Joint work with Engineering Department' was not written on the disconnection memo (G&SR 3.51.6) and 'Track fit' certificate is given as per G&SR 3.51.7.4.
- Joint Inspection of Points & Crossings Register at RGO station of NED Division on 28.3.2014: On 03.01.2014, RH floating and packing work on Point No.14B was taken up but Disconnection was not given.

- MRV/KZJ as on 22.4.2014: Satellite Phone not available.

- Route Cancellation Register at MUE station of NED Division on 19.4.2014: It was noticed that there were 12 route locked cases after the departure / reception of full length trains since January. Treating them as failures and making the failure entry in the S&T Failure Register was not done by the Sms.

4.0 Irregularities noticed in the working of Mechanical Department:

- Inspection of rear SLR No. SC 99741 of Train No. 57533 at NED on 19.3.2014: OTL on BV equipment door was not sealed. P&T Set No. 55 is due for maintenance from 06.01.2014. Fire Extinguisher NOs 191 and 201 are due for maintenance from 24.02.2014. Emergency Lights not working.
- SPART / KZJ of SC Division on 22.4.2014 ELECTRICAL DEPARTMENT: 2 Ladders are not available Two MH light stands are short in the equipment (18 are available out of 20).
- Ambush check conducted at MAG station of GNT Division on 10.4.2014 to test the reaction of the loco crew of DN 17226 UBL – BZA Amaravathi Express by preparing wrong PLCT, i.e., instead of DN, UP LCT was prepared and given, secondly T.369 (3b) was wrongly prepared by writing wrong date, wrong station name, without SM signature, wrong signal, etc., to pass DN Mainline Starter Signal which was at danger. Thirdly, on T/A 1425, PN was wrongly written in words, fourthly, no PHS was arranged to be exhibited from the foot of the defective signal.

Observation: The LP & ALP did not care to check the correctness of the documents issued by the station; instead they started their journey towards KCC direction.

- Rolling-'in'/'out' examination at BZA station on 17.4.2014: (1) While Train No.17256 Express was rolling out from PF No.6 (loco no.40148WDP4A), C&W staff are not available at 05.40hrs. (2) While Train No.12897 (PDY-BBS), Loco no.22669 left from PF No.7 at 5.55hrs, Rolling 'out' staff Sri Krupakar, Technician was not available from 'off' side. (3) Rolling 'in'/'out' staff for PF 1 to 10 on both sides, staff are not carrying any hand book to note down the details of the coach if any unusual / abnormality is noticed by them which is essential and meaningful. Hand tools are also not available for the shifts of 21.00 – 07.00hrs & 07.00 – 13.00 hours. (4) While Train No.17201 (GNT-SC) arrived on PF No.9 at 07.14hrs, Rolling 'in' staff was not wearing uniform (Sri.D.V.Trinath / Tech.I, Sri.K.Ravi Kiran / Tech.II) who came for duty 07.00hrs-13.00hrs.
- While Train No.12656 Express departed from PF No.6 at 07.05hrs, it was observed that rolling 'out' staff on off side (non PF side) Sri. Kranthi Kumar was not available.

5.0 Irregularities noticed in the working of Electrical Department:

- Inspection of Running Room/KZJ of SC Division on 22.4.2014: Contractor does not possess the Police Verification Certificates. Cooking Staff are not wearing head caps. RO water plant is not provided in the running room.
- Signal and Track Defects Register at Crew Lobby/DKJ: On 7th April 2014, one LP passed a remark that while approaching DKJ station from SYI direction, there is no Signal Warning Board. No feedback.