

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/3/2012

Fly Leaf No. 03/2012

Attention.....

Operating, Mechanical & Electrical Staff

COACHING RAKE STABLING PRECAUTIONS

There was an unusual incident at KCG station of HYB Division on 17.3.2012 at about 0725 hours. The details of the incident are:

- After primary maintenance of Train No. 17639 KCG – AK inter-city Express (towards NZB direction), the rake was brought onto Platform No.4 at 0640 hours.
- Operating Staff of KCG station claim that they have secured the formation with skids, applied hand brakes of both the SLRs, also applied A9 formation brakes before detaching the Shunting loco from the formation.
- However, they failed to make entry in the Stabled Load Register and no PN was exchanged with the SCOR. The register itself could not be traced which shows the lackadaisical attitude of the staff in obeying the laid down instructions.
- The locomotive nominated to work T. No. 17639 Express, after fuelling was given shunt movement to come on to the formation on Road No.4.
- In the meantime, at about 0700 hours, one of the TXR Staff without the knowledge of the Dy.SS started releasing the formation before the attachment of the locomotive.
- The LP of locomotive nominated to work the Express train came onto the formation without stopping 20 m before the formation as per **SR 5.13.3** and gave a small impetus as a result of which the formation rolled back towards FM end.
- At the same time, the incoming rake of Train No. 12798 Venkatadri Express which arrived on Platform No.3 after detraining passengers, the rake was being pulled towards FM end on to the shunting neck.
- The rearmost coach 11314 Track Recording Car in the intercity express side collided with the 5th coach from rear of empty Venkatadri rake and further caused derailment of two more coaches.

In order to prevent recurrence of such incidents, the following sequential precautions are brought out for the benefit of field staff which shall be scrupulously followed;

Whenever coaching rakes are to be stabled, following precautions are required to be taken:

I. ON RUNNING LINES

A. During stabling:

1. Before detaching the locomotive from the formation, the SM shall ensure that the rake is within the fouling marks.
2. LP / Shunter shall apply A9 (formation brakes), pull or push the formation to ensure whether the formation is moving or not; if it is moving, LP / Shunter shall once again release and apply the A9 and finally ensure that the formation is not moving.
3. Handbrakes of all SLRs in the formation are applied.
4. Iron skids / wooden wedges, at least 2 at each end of the formation shall be placed below the wheels to arrest movement.
5. At least two safety chains (one at each end) shall be used for securing the formation.
6. Entry in the 'Stabled Load Register' filling up all the relevant columns to the above effect should be made irrespective of time limit, except for loco reversing or traction change.
7. SM shall exchange PN with the SCOR who shall record the same on the chart.
8. LV Board / Tail lamp duly lit should be placed on either end of the formation.
9. Red ink in the TSR to be made apart from making entry in the Station Diary, if still in stabled condition while handing over charge. SM who is taking over charge should also sign as a token of acknowledgement in the Station Diary.

B. While clearing the rake / departure:

1. Bring the nominated loco on to the formation duly issuing Shunting Order T.806 (if exempted at a particular station, the same is not required).
2. Stop the locomotive **20m** before the formation.
3. After attaching the loco to the formation, remove all the safety equipment used to secure the formation such as iron skids / wedges, safety chains, etc., and then release the hand brakes in all the SLRs and finally release manually all the coaches.
4. LP shall build up the required level of 5 / 6 kgcm² in the BP / FP pressures respectively.
5. If formation releasing activity is the responsibility of TXR, **the activity shall be coordinated by Operating Staff with Mechanical Staff; and ensure that releasing the formation takes place only after attaching the loco and not before the arrival / attaching the locomotive.**

NOTE: **STABLING OF RAKE ON MAINLINE (NON-ISOLATED LINE) SHALL NEVER BE DONE. IF REQUIRED TO BE PLACED, THE RAKE SHOULD BE WITH LIVE LOCO AND CREW – SMs, SECTION TI AND SCOR SHOULD ENSURE THE SAME IS STRICTLY FOLLOWED.**

II. ON SIDINGS

1. All the above points except, 8 and 9 of Para I (A) are required to be followed while stabling the formation in the Siding.
2. Similarly while despatching the rake, except point No. 2 of Para 1 (B) is required to be followed.

III. ON PITLINES

1. Mechanical Staff shall ensure that the formation is within the fouling mark.
2. The Operating Staff of the station after placing the rake in the pitline shall ensure placing of skids, applying hand brakes of SLRs, ensure A9 formation brakes are applied by the Shunter before detaching the loco from the formation.
3. Then the SM of the station shall prepare the T. 431 (Train Examination Advice) and hand over the over the same to the TXR staff who shall acknowledge.
4. Once the T.431 is acknowledged by the TXR staff, it is the further responsibility of them to ensure the formation is in secured condition till the rake is certified 'fit' and cleared by the Operating Staff.
5. After detaching the locomotive, they shall keep 'Stop, men at work' boards on either side of the formation as a visual warning to the Shunting Staff.
6. Record the time of stabling in a register.
7. After the primary maintenance of the rake, authorise the locomotive to come on to the pitline.
8. Remove the 'stop' board, attach the loco to the formation, remove all the safety equipment used to secure the formation, release the formation and then allow the formation to be drawn ahead duly recording the time of removal in the register.

SSE/SE/JE – C&W SHALL ENSURE THE ABOVE STIPULATED INSTRUCTIONS ARE STRICTLY EXECUTED WITHOUT GIVING SCOPE FOR ANY DILUTION.

**CHIEF SAFETY OFFICER
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