

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/11/2012

Fly Leaf No. 11/2012

Attention...

Operating and S&T Officials

Safe installation, maintenance and certification of signalling system **(Railway Board letter No. 2012/Sig/Safety performance/1 dated 22.10.2012)**

In spite of regular drives and instructions, ground situation has not improved and another unfortunate collision took place at Dagori yard of South East Central Railway on 2nd October 2012 where JE/Signals along with Signal Technicians was carrying out the work of replacement of insulation of cross over point without issuing T. 351 (S&T Disconnection Notice) and adopted shortcut method. As a result of this, when Home Signal was cleared for mainline, the train entered onto loop line since the concerned point was actually in 'reverse' condition whereas the indication on the panel was displaying 'normal'. Two Railway employees were hit by the train apart from grievous injury to LP & ALP of Goods train due to the impact of the collision.

In order to prevent such incidences, following **instructions are given with the approval of MT & ML.**

- a. Signal maintenance and repair works should be done only under clear Disconnection Notice **as per provisions contained in Para 11.4 of IRSEM (Part-II)**. They should also mention the duration of requirement to SM.
- b. Disconnection **for duration upto one hour** should normally be **allowed by the SM** depending upon trains in the section.
- c. If Disconnection is not allowed by the SM, it should be requisitioned again by the S&T Official and allowed by the Control depending upon the flow of trains. Otherwise, the available slot may be indicated by the Control to the S&T staff.
- d. In **extreme exigencies**, if the maintenance / repair of S&T gear is urgently needed **to avoid an accident, the same may be suspended with the approval of Sr. DSTE.**

- e. For works involving **disconnection for more than one hour**, a **Disconnection schedule jointly signed by Sr.DSTE, Sr.DOM, Sr.DEN&Sr.DEE/TRD** should be issued and notified to all concerned and the progress of the joint schedule should be reviewed by the DRMs periodically.
- f. For Disconnections / maintenance likely to last for more than a day:
- **Temporary working instructions must be issued.**
 - **The SM shall be responsible for ensuring that relevant points are correctly set, clamped and padlocked.**
 - **S&T Officials may restrict the aspect of signals to give only 'caution' aspect.**
 - **Thereafter the SM can take 'off' signals after ensuring setting and locking of points.**
 - **Temporary Engineering Indicators with speed of 15 KMPH** should be placed at the site.

Ensure that the laid down instructions are followed in letter and spirit and no shortcuts are allowed under any circumstances. Requisite resources and inputs may be ensured to improve the level of safety during repair and maintenance of signalling gear/s.

Note: Suitable amendment to G&SR will follow

**CHIEF SAFETY OFFICER
SAFETY ORGANISATION**