

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/06/2014

Fly Leaf No. 06/2014

Attention... “All-concerned”

KNOW EVERYTHING ABOUT TROLLEY WORKING (GR & SR 15.18 TO 15.28)

In the recent past there were two accidents on our System in which Moped Trollies collided with the train leading to casualty and injury of Railway Officials.

Brief details of the cases are;

- On 23rd January 2014, between Lohagad and Amanwadi stations of NED Division, Moped Trolley of SSE/P.Way/WHM collided with a light engine resulting in the instant death of one Trolleyman and serious injury to SSE/P.Way.
- On 31st May 2014, between Vijayawada and Ramavarappadu stations of BZA Division, Moped Trolley of S&T Officials collided with Train No. 57381 (GNT-NS Passenger) resulting in the death of one Trolleyman, one ESM and injuries to two other Officials.

In both the cases, the cause of the unusual was due to “placing of Moped Trolley on track after Sunset without prior permission and authority”.

In order to prevent such incidences, stipulated instructions are once again brought out to the notice for strict implementation and awareness of Officials.

1. How many types of trollies are in use on our system?

Push Trolley, Cycle Trolley, Moped Trolley and Motor Trolley as per G&SR. However, Cycle Trolley is not being used.

2. What is a Motor Trolley?

As per GR 15.18 (2) ‘any trolley which is self-propelled, by means of a motor, is a Motor Trolley. Hence, Moped Trolley should also be treated as a Motor Trolley.

3. Minimum and maximum number of persons permitted in a Push Trolley / Moped Trolley / Motor Trolley are

- Minimum **Four** persons for Push Trolley and Motor Trolley, **Three** for Cycle and Moped Trolley.
- Maximum no. of persons permitted for Push and Motor Trolley is **10** (BG); and **5** for Cycle or Moped Trolley.

4. What equipment is essential to be carried in any Trolley?

5 Red Flags, **2** HS Lamps, **10** Detonators, **1** five cell torch, **one** chain with padlock, copy of WTT, motor horn and search light (for Motor Trolley only).

5. Which Department Officials can use the Trollies and who is qualified to be in-charge of a Trolley?

- Generally Engineering, S&T and TRD Departments. Occasionally Operating and Commercial Departments will use trollies.
 - Push Trollies are permitted to be used by minimum Section Mates and Head Trolley man of Engineering Department; and ESM of S&T Department.
 - Cycle / Moped and Motor Trollies are permitted to be used by Officers and Supervisors of Engineering, S&T and TRD. In addition to this, Motor Trolley Driver is also authorised to drive the Motor Trolley.
- 6. Is competency certificate essential for working Moped and Motor Trollies, if so who is competent to issue?**
- For Moped Trollies; DRM of the Division to issue competency certificate to Officers of the Division and DEN/DSTE/DEE are empowered to issue to the staff working under them.
 - For Motor Trollies; DRM is empowered to issue for Officers and for Group 'C', DSO is authorised to issue.
- 7. Who is the Official in-charge when more than one such Official is on the Trolley?**
- When more than one qualified Official in-charge is on the trolley, the person who is actually manning the brakes shall act as in-charge.
- 8. During which period, the trollies are permitted to be used?**
- Generally Trollies shall be worked only during day, i.e., Sunrise to Sunset.
- 9. For placing the Trolley on track circuited yard, which important precaution need to be ensured by the Official in-charge?**
- Only insulated trollies are permitted and the insulation shall be tested and certified by the S&T Supervisor once every 6 months.
- 10. What precautions need to be taken when trollies are not in use?**
- When they are stabled on platform for loading or not in use, the trolley shall be placed parallel to the track and duly chained & locked. It shall also be ensured that it is not likely to cause any injury to Railway Servants / Passengers.
- 11. What are the precautions for the working of a Motor Trolley?**
- It shall always work under block protection.
 - Authority to proceed on single line token section, token is the 'authority to proceed' duly obtaining line clear. On double line and single line tokenless section, T/A1525 (paper authority) after obtaining line clear without operating the block instrument.
 - IBS working shall be suspended.
 - Free Starter Signals, wherever exist can be taken 'off'.
 - Immediately, after the departure of the Motor Trolley, both SMs shall place the 'trolley on line' cap on the plunger of the block instrument. On double line, the block instrument shall be kept in TOL (Train On Line) position.
 - Reception signals can be taken 'off' and on arrival at that station, the Official in-charge shall sign with date and time on the document and handover the same to the

SM of that station who shall paste it in the Station Diary. On double line and single line tokenless section, the SM shall give a PN to the other end SM.

- Red ink entries shall be made in the TSR.
- Official in-charges / Motor Trolley Driver shall ensure that LC Gates, if any are closed against road traffic before passing that gate.

12. What precautions need to be taken while working the Motor Trolley in Automatic Block System?

- Automatic Block System shall be suspended and Absolute Block System shall be introduced, i.e., line clear system shall be introduced.
- T/A 1525 is the authority for the Motor Trolley.
- Normal working shall not be introduced unless the Motor Trolley/s reach at other end of the section.

13. While Motor Trolley is following a train or another Motor Trolley, what are the additional precautions to be taken?

- A Motor Trolley can follow a train or another Motor Trolley/s during day and that too when the visibility is clear. However, following a Goods train is not permitted in certain gradient sections as specified under SR 15.26.2.1.
- SM at the despatching end shall advise the SM at the receiving end about the no. of Motor Trolleys proposed to enter the block section along with the designation of the Official who is in occupation. SM at the receiving end shall communicate separate PN for each Motor Trolley.
- In single line token section, the first Motor Trolley will be given Token as “authority to proceed” and following Motor trolley/s will be given T.1525.
- On double line and single line tokenless section, first Motor Trolley will be given T/A 1525 and following Motor Trolley/s will be given T.1525.
- The last Motor Trolley will be treated as LV.
- At the receiving end, the reception signals once taken ‘off’ for the train / first Motor Trolley shall not be put back. Even, if the signals are automatically flying back after the passage of the train / Motor Trolley, the signal knob shall not be normalised by the SM.
- All the Motor Trolleys shall be received on the same line on which the train / first Motor Trolley is received, in other words, the points shall not be altered until the arrival of the last Motor Trolley.
- Red ink entries for each trolley shall be made separately with departure and arrival timings in the TSR at both the stations.
- In-charge of the last Motor Trolley shall sign with date and time of arrival in the TSR and after that the SM shall communicate a message supported by PN to the SM at the other end.
- Motor Trolley Drivers shall ensure that a safe distance of 150m is maintained between two Trolleys.

14. What is to be done when break down of Motor Trolley takes place?

- Once the Motor Trolley fails in the block section, the same shall be removed clear off the track and advice the nearest station SM in writing along with the token / paper authority.
- Similar action shall be taken even when the Trolley is removed from the track for any other reason.
- The Motor Trolley shall not be placed on the track after it is rectified unless a writing advice is sent to SM who shall permit by sending the token / paper authority along with a manuscript memo.

15. What is the speed of the Motor Trolley during night and on points and crossings?

Maximum of 30 KMPH during night and on Points and Crossings 15 KMPH.

16. What are other general precautions?

- Attaching to a train is prohibited.
- Movement within station limits – Motor Trolley shall not be placed on any line of the station without the permission of SM.
- Even moving from one line to another line should not be done unless the same is permitted by SM.
- Great care shall be taken while negotiating a curve and cutting.
- The Official in-charge before leaving the station shall ascertain the whereabouts of all approaching trains by enquiring with the SM in both direction on single line and in the right direction on double line.

17. Which are the specified block sections as per SR 15.26.2.1 which are situated on steep gradients and curves?

- At the following locations, even Push Trolley is prohibited to be put on the track unless “ Trolley Notice” (T.1518) is given by the Official in-charge of the trolley to the SM who shall advice all the LP of trains by issuing a Caution Order.
- **SC Division:** Vikarabad – Rukmapur
Sirpurkagaznagar – Makaudi
Ghatnandur – Parlivaijnath
- **HYB Division:** Indalvai – Uppalvai
- **NED Division:** Ambari – Kosai
- **GTL Division:** Mamanduru – Balepalli
Balepalli – Settigunta
Dronachalam – Panyam
- **GNT Division:** Gazulapalle – Diguvametta

CHIEF SAFETY OFFICER

SAFETY ORGANISATION