

SOUTH CENTRAL RAILWAY
HEADQUARTERS SAFETY ORGANISATION
BI-MONTHLY SAFETY BULLETIN – MARCH & APRIL 2012

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

- Stabled load register is **not maintained as per the pro-forma** and there was a load of **6 wagons stabled since 12.3.2012 but stabling entry was not made** in the available register at Malliyala station of GTL Division as noticed on 20/21.3.2012.
- TI/DHNE of GTL Division last inspected Malliyala station on 16.01.2012 and further there was no inspection till 20/21.3.2012 which is against the prescribed schedule of inspections.
- During the ambush check conducted at the LC Gate No. 30, 37 and 39 between SHNR-BABR-GLY stations of HYB Division on 31.3.2012, Guards of Train No. 17607, 12708 and 57425 failed to look towards the Gateman while passing through the LC Gate as per SR 4.43.
- In another ambush check conducted at LC Gate No. 38/E between PBP – ALER stations of SC Division on 6th April 2012, it was noticed that **Guards of Train No. 17050 and 17121 failed to look towards the Gateman as per SR 4.43.**
- At Wangapalli station of SC Division, there are **5 non-running lines which are not shown on the panel.**
- Gateman Sri. Nelson failed to clean the check rails as noticed on 25th April 2012 at Interlocked LC Gate No. 90/A at WPR station yard of HYB Division.
- Dy.SS/Office/TPTY of GTL Division – as noticed on 16th April 2012, it was found that **no spare BA equipment was available.** It was also noticed that Sri. P. Krishnaiah, Guard/TPTY who was booked to work Train No. 12765 on 14.4.2012 signed 'on' at 1440 hours **was tested positive in the BA test but still he was allowed to work the train which is not permitted.**
- Dy.SS/Office/CTO station of of GTL Division – as noticed on 17th April 2012, it was found that **no spare BA equipment was available.**
- Interlocked LC Gate No. 32 & 33 between MTV – ZB station of SC Division as noticed on 01.3.2012 **this LC Gate census is overdue from August 2011.**
- At Bidar station of SC Division, it was noticed on 01.3.2012 the **SMs are not exchanging PN with the SCOR after stabling the loads which is in violation of Railway Board guidelines.**
- On 17th March 2012 while foot-plating by Train No. 11020 from KZJ – SC stations of SC Division, it was noticed that **'off' side signals were not exchanged at NSKL, YSPM, PBP, WP, PGDP, BN & GT stations.**

- It was noticed on 29th of March 2012 at PAU station of NED Division that entries were checked from the stabled load register and found that the **SMs are not exchanging PNs with the SCOR**. SCORs of the Division **shall equally be held responsible for not ensuring exchange of PNs**. It was also noticed that **despatch particulars are not written**.
- On 29th March 2012, it was noticed at PAU station of NED Division **that no log register is being maintained though accident siren is kept under Dy.SS control**.

2.0 Irregularities noticed in the working of Engineering Department:

- Wicket gates **not provided, PN Exchange Register is not properly maintained and Fusee is not removed from the list of LC Gate Equipment** at LC No. 30 between SHNR – BABR, LC No. 37 & 39 between BABR – GLY stations of HYB Division as noticed during the safety drive on 31.3.2012.
- Poster exhibited related to ‘train parting’ at LC Gate Nos. 30, 37 and 39 between SHNR-BABR-GLY stations of HYB Division **do not match with the rule** provision of exhibiting Green flag by day and white light by night vertically as high and as low as possible.
- On 14th March 2012, Gateman Sri. T. Gopi of non-interlocked LC Gate No. 414 between APT- BVL stations of BZA Division **failed to follow the rule of closing the LC Gate first and then communicating PN to the SM**.
- On 29th March 2012, it was noticed at PAU station of NED Division that the **Fouling Marks are not provided** between sickline No.1 & 2 and also at most of the lines in the yard. It was also observed that the **staff did not ensure fouling clearance**.
- Engineering Non-interlocked LC Gate No. 176/A at KM 948/5-6 between PAU – MRV of NED Division is having **20420 TVUs** as per April 2010 census, **its normal position is changed from ‘open to road traffic’ as ‘closed to road traffic’ in this new SWR which is incorrect**.

3.0 Irregularities noticed in the working of Mechanical Department:

- ALP/KCG of HYB Division Sri. K. Eshwar Rao was **not in possession of valid competency certificate** while working Train No. 17607 Tungabhadra Express on 25th April 2012.

- **Pitline TPTY of GTL Division** – as noticed on 16th April 2012, **out of 104 portal lights, only 52 are working.**
- **Coaching Depot/TPTY as noticed on 16.4.2012** - Method of acknowledging the rake taking over and handing over through **T.431 (Train Examination Advice) is not followed.**
- **Coaching Depot/TPTY of GTL Division** – the MR pressure gauge fitted on the test rig is **overdue for calibration from 7th April 2012.**
- As observed on 29th March 2012 the condition of **pitline** at PAU station of NED Division was **appearing that of an abandoned line.**

4.0 Irregularities in the working of Electrical Department:

- **Pitlighting** at PAU station of NED Division is **very poor** as noticed **on 29th March 2012.**

5.0 Irregularities in the working of S&T Department:

- Fog Signal Posts are **not available** between KRNT – DHNE section of HYB Division as noticed on 20th March 2012.
- On 25th April 2012 at Wanaparti Road station of HYB Division it was noticed that the **Digital Ammeter provided in power panel** for 24V DC external circuits was **not working.**
- Interlocked LC Gate No. 90/A at WPR station yard of HYB Division, it was noticed on 25th April 2012 that the solar charged gate lamps towards Atmakur side was **not working.**
- **Wireless communication set is not working** for the last one month / one week at LC Gate Nos. 19 and 20 respectively between UR – TMX stations of HYB Division as noticed on 14th March 2012. It was also noticed that wicket gates are not provided at these LC Gates.
- On 29th March 2012, it was noticed at PAU station of NED Division that the **SPI No.48 does not have pairing provision**, i.e., indication is shown only on one direction. Indications provided on the SPI **do not match with the literature as per SR 3.14 and the SWR; As a result of this arrangement, the LP/Shunter did not know whether the movement is permitted by the Dy.SS or not.**

DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE DURING MARCH & APRIL 2011

- ❖ **History of the incident:** On 9th March 2012 while Military special Goods was entering into SNF station of SC Division, one empty wagon derailed. However, through traffic is not affected.

Cause: Prima facie of the accident was due to entanglement of fall plates of wagon in open condition.

Staff held responsible: SSE/C&W, SSE/P.Way and Guard were held responsible for the accident.

- ❖ **Brief of the incident:** On 13th March 2012 at RDM station of SC Division, UTV machine Operator passed DN Mainline and Intermediate Starter signals at 'ÓN' and also caused bursting of Point No.10.

Matters brought to light: Operator is of RVNL who do not possess any competency to work the UTV on mainline. He is not subjected for any PME and does not possess section knowledge.

Staff held responsible: UTV Machine Operator.

- ❖ **History of the incident:** On 2nd April 2012 while Train No. 17032 HYB-CSTM Express was on run via loop line of SUH station of SC Division, the loco derailed. As a result of this Mainline and loop line was obstructed. However, no casualties.

Cause: Defects in track parameters (non-uniform gauge at turn out and excessive twist, lack of super elevation).

Staff held responsible: SSE/P.Way/SEM was held responsible.

- ❖ **Brief of the case:** On 28th April 2012 while TKD 'N' Container Goods was entering on to Road No.8 of BTTR station of BZA Division, three rearmost container wagons derailed. Through running is not affected.

Cause: As per prima facie, the cause of derailment was due to damaged tongue rail.

Staff held responsible: Accident enquiry report awaited.

CHIEF SAFETY OFFICER, HEADQUARTERS SAFETY ORGANISATION