

SOUTH CENTRAL RAILWAY
HEADQUARTERS SAFETY ORGANISATION
BI-MONTHLY SAFETY BULLETIN – MAY & JUNE 2012

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

- For the month of March 2012 at Himayatnagar station of NED Division by CE/C/V during his OYS inspection that SMs have failed to enter one block failure and one point failure in the S&T Failure Register which is incorrect.
- It was noticed by CE/C/V at HEM station of NED Division that the SWR No. 749 was issued in November 2006. After that 5 amendment slips were issued from time to time. The SWR should have been issued afresh after 5 years or when amendment slips exceed 3 whichever is earlier.
- At TDU station of SC Division on 17.5.2012 - Route cancellations are too many, for example 42 times route cancellations were done for April 2012. The details are 7 times for SH 28, 15 times for S1 Home Signal and 9 times for S-40 Home Signal. **Putting back Home Signals in the face of an approaching train due to change in planning is in violation of SR 3.35.5.1.**
LP of 12735 Garibrath Express SC – SBC was authorized to pass IBS at ‘ON’ by giving a PN by SM/RMY station on 12.4.2012. **But related entries are not made in the TSR, Station Diary and also in the S&T Failure Register which is incorrect.**
- On 17th May 2012 at Traffic LC No. 156 between MGC – MUE stations of NED Division - Gateman Sri. Mahesh Phulmandikar was found sleeping at 0340 hours by Dy.CSO/Traffic.
- On 5th June 2012 at SHNR station of HYB Division – at 0140 hours Sri. N. Narsinga Rao, Pointsman was found sleeping by Dy.CSO/Traffic.
- On 6th April 2012 at 0400 hours, at Engineering LC Gate No. 31 between WP – BG stations of SC Division - Gateman Sri. G. Anandam was found sleeping by Dy.CSO/Traffic.
- On 15.5.2012 it was noticed at NS station of BZA Division by Dy.CSO/Mechanical that T-431 Book was exhausted from 04.05.2012. also noticed that the track and signal defective remarks written by Loco Pilots are not repeated to PRC and there is no proper feedback system.
- On 28.5.2012 it was noticed at Dy.SS/AWB station of NED Division that as per record Sri. Anuj Kumar Shunter has attended BA test on 16.05.2012 at 20.12Hrs, test record 3788/4014 and on 28.05.2012 at 01.41Hrs, test record 4104/4014. But test was conducted by keeping instrument in “Passive mode” and the result shown as “No alcohol”. When enquired with on duty Dy.SS,

he is not aware and stated that he is not having the knowledge about the BA instrument.

2.0 Irregularities noticed in the working of Engineering Department:

- It was noticed by CE/V/C during OYS inspection on 28th June 2012 between Bhokar and Hadgaon Road stations of NED Division that at KM 22/7-8 there is a cut rail provided with 1m fishplate in LWR track and without imposing any SR which is in violation as per LWR Manual.
- At the same above location, he also noticed that at Bridge No. 28A, water way was not cleaned before the onset of monsoon.
- At KM 47/1-2 at an UMLC in the above section it was noticed that the road surface on track portion is low.
- At the following locations the Engineering Indicators are not available as noticed during the footplate inspection by Train No. 17058 from SC – NZB stations of HYB Division on 26.5.2012;
 - a. Between PAU-MQL at KM 313/05-312/05 SR 50Kmph (Removal of joggle fish plate).
 - b. Between PAU-MQL at KM 310/03-309/09 SR 30Kmph (Consolidation of track).
 - c. SCO-UPR at KM 233/06-233/04 SR 50Kmph (Accident spot attention).
- During inspection of Namburu station of GNT station on 31st May 2012 by Dy.CSO/S&T – Crossover No. 25 A&B suspended by JE/P.Way/NGNT on 06.4.2010. Till date the same is not restored for the reason the alignment is required.

3.0 Irregularities noticed in the working of Mechanical Department:

- During the foot-plate inspection by Train No. 17406 Express from MUE – NZB on 26th June 2012 by Dy.CME/C&W/HQ it was noticed that LP failed to switch ' off' his mobile phone on the pretext that walkie-talkie set is defective. The LP also failed to endorse on the BPC about air-continuity after reversing the loco at MUE.
- On 15.5.2012 it was noticed at Coaching Depot / NS by the Dy.CSO/Mechanical that Spare wheel set/ Spare coaches not available.

4.0 Irregularities in the working of Electrical Department:

- On 09.5.2012 at Kacheguda station / HYB Division as noticed by Dy.CSO/Electrical during Footplate inspection by MMTS Train No. 47177 SC – KCG – crew are not in possession of minimum tools.

- **Crew Lobby / KCG on 9.5.2012** - Crew is not feeding the IDs during BA test. The equipment is not test checked for the last 1 ½ month.
- **At VKB station of SC Division on 5th June 2012 it was noticed by Dy.CSO S&T that UP & DN AT and local supply auto-changeover was not working.**
- 3 LPs are overdue for Technical Refresher Course (Sri. Ch. Kumara Swamy, Manoj. T. K. and R. K. Mehra). Similarly two LPs are overdue for G&SR Refresher Course (Sri. N. Sriraman from 03.5.2012 and S. Shyam from 20.10.2011)
- At KCG station of HYB Division on 09.5.2012 - **ALP of Train No. UP BCN unloaded the box of LP on run on PF No. 1 and continued his journey upto MLY Gate Cabin without box**, in other words without personal equipment that too in Automatic Block Territory. Further it was also noticed that they are not signing 'on' / 'off' a MLY Gate Cabin. Instead they are doing the signing 'on' / 'off' at KCG and working the trains from MLY Gate Cabin and vice-versa which is totally undesirable and unsafe.

**DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE
DURING MAY & JUNE 2012**

- ❖ **History of the accident:** On 3rd May 2012 at about 1848 hours while Train No. JSWT DN BOXNL was rolling onto Road No. 9 of Bitragunta station of BZA Division, two wagons (34th and 35th from loco) derailed. Through running was not affected.

Cause: Defects in yard layout (against the provisions contained in IRPWM), i.e., instead of 1 in 12 turnout 1 in 8 ½ turnout was provided from inside of the curve 5⁰.

Staff held responsible: No staff is held responsible.

- ❖ **History of the accident:** On 14th May 2012 while Train No. DKAE/BTPN Load was on run between Markapur – Gajjalekonda stations of Hyderabad Division one wagon loaded with coal tar derailed obstructing the through running for about 9 hours.

Cause: Hot axle.

Staff held responsible: Pratapnagar Workshops staff are held primarily and the Guard of the train and SM/TLU are held as secondary responsible.

- ❖ **History of the accident:** On 21st May 2012 at about 1743 minutes while BLC rake (container) special was being admitted into Gudur station of BZA Division, 2 wagons derailed on Point No.19A.

Cause: Combination of two factors, i.e., loading and wagon defects. Differential loading in both containers on the same and lack of pivot smoothness due to old scratches on pivot surface, total absence of lubricant and work out inserts. Track fastenings caused lateral resistance to rails.

Staff held responsible: Commercial/CONCOR staff are held primary for the reason that wagons are not evenly loaded on all springs; and Shops/LLHM for not ensuring the centre pivot of the bogie with proper lubrication with graphite flakes at the time of assembly and Engineering staff for failure to find and report the consistently working out of loose fittings as secondary responsibility.

Matters brought to light:

1. CASM/South failed to be present till the whole train passed before his Cabin.
 2. Guard of the train protected only in rear towards MAS end but failed to protect towards RU end.
 3. CHC/BZA failed to co-ordinate with Southern Railway Authorities in clearing the rear portion to Oduru station of S.Railway as a result of which there was more detention to trains. Train No. 12295 was waiting at Oduru station for clearance of this Goods train and the engine of this express should have been used to pull back the rear portion of the Goods train.
 4. Joint observation by Supervisors was not properly recorded at the accident spot.
- ❖ **History of the accident:** On 10th June 2012 while TNPM Goods was leading from Road No. 2 of Gudur station of BZA Division, 3rd wagon from BV derailed on Point No.18A as a result of which UP Mainline was obstructed for about 4 hours.

Cause: Track defects (slack gauge on points and crossings).

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