

Man of the month Awardees (August & September 2014)

Sri. Y. Rama Rao Gateman of SC Division	Sri. B. Balakrishna Gateman/Traffic/MB
Sri. Govardhan Rao GD/SNF of SC Division	Smt. P. Vijayamma Tech. III/BTTR
Sri. Naven Kumar Gateman	Sri. Chench Rao Khalasi/Helper/BTTR
Sri. Iqbal Dy.SS/WIRR	Sri. B. Janardhana Rao Goods Guard/BTTR
Sri. Lingamaiah Patrolman Unit No.4 of SC Division	Sri. G. Chandrasekhar C&W Technician
Sri. Bheemaiah Patrolman Unit No.4 of SC Division	Sri. M. Rambramam C&W Helper/BZA
Sri. Sudhakar Patrolman Unit No. 4 of SC Division	Sri. K. V. Rao C&W Helper/BZA
Sri. K. Arogyam Pointsman /PQL	Sri. B. Kiran Kumar LP/NZB
Sri. B. Ramesh Kumar Gateman/PQL	Sri. Mohan Kumar ALP/NZB
Sri. V. Ramesh Pointsman, MTV	Sri. Rajesh Kumar Meena ASM/SVN
Sri. Srinivasa Rao Pointsman working as Gateman, PNM	Sri. Manoranjan Naik ASM/KEK
Sri. R. Ramesh Naik Guard/GY	Sri. Nitish Kumar ASM/DHP
Sri. K. Radha Krishna LP/MAPT	Sri. P. Venkatesh SM/IDL
Sri. CH. Rangaiah Technician III/GY	Sri. S. Rambabu LP/GNT
Sri. Sk. Nawab Jan Pointsman, KNLP	Sri. Jitendra Kumar APM/GKM
Sri. G. Ravi Kumar Gateman of DMM	Sri. V. T. Naik LP/NDL
Sri. M. D. Siraj Alam Traffic Gateman / SF	Sri. G. Devadas YPA/NLDA
Sri. M. Peddaiah LP/NRE	Sri. B.C. O. Reddy LP/ADB
Sri. Raju Kumar ALP/NRED	Sri. Vishal Kumar ALP/ADB
Sri. Y. Seetharam CASM/North/SLO	Sri. Neelesh Kumar Trackman/PSD
	Sri. Ambedkar Kumar ALP/PAU



DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE DURING SEPTEMBER & OCTOBER 2014

1. Brief of the accident: On 01.9.2014 at 11.40 hours, T.No JCL/BCNHL left MLY Yard towards MJF direction. HYB Division At 11:43 Hrs 14th wagon from TE front trolley 04 wheels derailed towards MJF end. Main line free. ART/SC ordered and wagon re-railed at 15:10 Hrs and track fit given at 18:30 Hrs.

Cause: Due to Excessive curvature Degree.

Staff held responsible: Sri. Aga Ali Akbar, SSE/P.Way/SC for not taking remedial action and allowing curve to remain in the track which is in violation of Para 124 of IRPWM, inaction for a considerable length of period from 2009 to till date of incident in not taking remedial action as primary responsible; Sri. Satty Das, SE/P.Way/BMO for not taking initiation for reporting of defects in the track even though he has trolled and reached as secondary responsible employee.

Suggestions and recommendations:

- Proper care should be taken while laying track in the initial states about the degree of curvature.
- Laying of points and crossings in critical locations, especially in the proximity of sharp curve should be avoided.

Matters brought to light:

- Check rail should be provided for entire length of curve and upto the heel of crossing of Point No.4.
- Possibility of dismantling of points (No.4) to be studied to facilitate slewing of curve.
- Handing over and taking over of track in MLY yard to be done immediately to avoid controversy in maintenance of work.

2. Brief of the accident: On 04.9.2014 at 03.00 hours, while giving placement in GDK Siding served under RDM station of SC Division with Loco No.23370+05 BON 'N' Empties, Point No.7 was trailed through by LP of the train by backing on a trailed through point which resulted in derailment of loco and 04 wagons all wheels and 01 wagon front trolley by all wheels. MFD/BPA ordered at 04.55 Hours which left at 06.00 Hours. MFD/KZJ ordered at 06:00 Hours and left KZJ 06.40 Hours arrived spot at 09:10 Hrs. Loco re-railed at 08:45 Hrs and 05 wagons re-railed at 12:35 Hrs and track fit given at 15:50 Hrs.

3. Brief of the accident: On 09.9.2014, at 00.20 hours, while Train No. BCNHL Goods coming from GNT direction was admitted onto common loop of BN station of SC Division, the wagon door uprooted the DN Mainline Starter S-29 and derailed.

Cause: Uprooting of DN Mainline Starter by the open doors of the rake and finally derailed.

Staff held responsible:

- Sri. Vermaraju, CS/MRGA/GNT as primary for not ensuring closure of doors of BCNHL after unloading.
- Sri. Ananda Kiran, Goods Guard/GNT and Sri. D. Suresh Babu, LP/GNT as secondary for not ensuring closure of doors of the wagons after conducting GLP check.

4. Brief of the accident: On 18.10.2014, at about 13.39 hours, when Train No. 12025 (PUNE-SC Shatabdhi) was passing on DN Mainline of SKP station of SC Division, C&W hand crane infringed the loco and 06 coaches window glasses damaged. LP stopped the train at SKP at 13:41 Hrs. GDR checked the formation after consultation with the TXR staff, train started at SKP at 14:06 Hrs. The crane was working on UP main line for wheel changing of Hot Axle.

Staff held responsible: Sri. D. Ramana Rao, SSE/C&W/SNF for failing to obtain line block on DN Mainline apart from UP Main and UP loop. He is also aware that there is infringement to adjacent line in the course of crane working.

Suggestions & Recommendations:

- A JPO for safe usage and working of such cranes in stations, sidings, loop lines and hot axle sidings may be issued for sequence of operation, safety and protection of traffic with departmental responsibilities.
- C&W Supervisor should take traffic block not only for the lines on which the crane is proposed to work but also for adjacent line which is likely to be infringed.
- In addition to line block, Caution Order required for restriction of the speed of the train received on adjacent lines shall also be issued under clear acknowledgement of SM.

5. Brief of the accident: On 30.10.2014, Train No DGS/Engg-375 Machine while approaching GUU station of SC Division, the Track Machine Operator passed Home Signal at 'ON' and entered onto the DN Main line.

Cause: Disregard of signals by the Track Machine Operator.

Staff held responsible: Sri. Y. Venkateshwara Rao, DGS / Engg Machine Operator.

Matters brought to light:

- Speedometer of the machine was not working and the walkie-talkie of the Operator was also not working.
- SSE/TM/KZJ who was in-charge was speaking on his CUG mobile ignoring the aspect of the Home Signal.

Suggestions & Recommendations:

- Instructions to be given to the Machine Operators to switch 'off' the CUG and other mobile phones.
- A fixed VHF (walkie-talkie) set may be provided to all Track Machines.
- An LI may be attached for testing knowledge and also counselling them on par with Lps.
- LR to the Machine Operator shall be introduced for all Machine Operators.
- Track Machine Maintainer available along with Machine Operator should assist in locating the signals and alert the Operator while sighting signals.
- Second senior most Technicians should also be trained in the operation of the machines to clear block section in case of any emergency.

LP / ALPs – Do not violate the speed restrictions given in the Caution Order.

6. Brief of the accident: On 6th October 2014, GLP of Train No. BOXN/CLE were issued shunting instructions by issuing T.806 for stabling the train on Road-4 of TIM station of GTL Division and then bring back the multi locos to Road-3. Guard and Pointsman ensured stabling of the formation and detached the locos. The locos rolled and derailed in Trap Point No.18A.

Cause: LP failed to ensure in keeping the trailing loco in cranked condition before keeping the leading loco in trail position. He also failed to ensure securing of loco before unmanning the loco. The LP failed to abide by the rules for shunting on gradients to drive only from leading loco.

Staff held responsible: Sri.D.Ravindranath Rao, LP (G)/GTL as primary an ALP Sri. Shailesh Kumar secondary + DLS/UBL for not keeping the hand brake of the loco in working condition.

Matters brought to light:

- LP unmanned the leading loco without securing and before cranking the trailing loco.
- LP changed the leading loco as trailing to loco to perform further movement from Road 4 to 2 in spite of knowing that it is 1 in 100 falling gradient towards NKDO side which is in violation of extant instructions to perform from leading loco.

Suggestions & Recommendations:

- Irrespective of loco condition, i.e., cranked or dead, loco/s shall be secured with skids and hand brake while changing the control console on any loco cab.
- Before cranking loco, the loco must be secured with skids and hand brake.

Flash News Letter No. 5

1. SMs working at stations having Sidings – Ensure that SWR provisions for despatching / receiving Goods trains from station to Siding and vice-versa are scrupulously followed and avoid accidents.

2. Operating and S&T Officials to ensure that whenever RVNL Staff are permitted to enter into the Relay Room, it is permitted so only with the supervision of S&T Officials.

3. All Railway Servants, especially Commercial & Security Officials please have a vigilant check on passengers carrying inflammable material such as gas cylinders, fire crackers, motor-bicycles with petrol, etc., are not carried in trains and at stations.

INSPECTING OFFICIALS – Traffic Inspector and SSE/SE-P.Way shall inspect all the non-interlocked LC Gates in their jurisdiction once in a year with an element of surprise.

LPs & LP/Shunters – ensure that the equipment used for securing the dead loco is not removed before cranking the dead loco.

Irregularities noticed

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

- On 24.9.2014 outgoing Guard of T. No.17206, Sri. K Sambaiah failed to conduct air / brake continuity after attaching the IC in rear. He is ignorant of the procedure of conducting air / brake continuity when Last Vehicle is not SLR.
- From the route cancellation register of Jalna station of NED Division on 25th September 2014 it was noticed that on 17th August, 22nd July, 25th June and 10th May 2014, route cancellations was done after departure / reception of full length trains. Concerning point is that failure memos are not written and not demanded by the S&T Officials, secondly, failure entries in the S&T Failure Register is also not made which is essential.
- In the SWR of Jalna station it was noticed that S&T diagram is not available along with SWR. Appendix "A" (LC Gate working instructions), there are three non-interlocked Engineering LC Gates (80/E towards SVD, 76/E & 74/E towards BDU) under the control of SM/J the normal position of them is 'closed to road traffic' and instructions are incorporated for exchange of PN for opening & closing the LC Gate for clearing road traffic which is not in conformity with Para 2 of Annexure V of Appendix II of G&SR.
- Guards booked to work DEMU trains in almost all the Divisions are not given the mandatory training and do not possess competency certificate to that effect.
- During the bi-monthly safety audit inspection of MUGR & BDCR stations of SC Division, it was noticed that when coal rake is moved after loading from Road-4 of MUGR, the speed max. speed of the train should have been 40 KMPH upto the next in-motion weigh bridge location since the rake is not weighed but the records maintained by the station do not prove of having given such Caution Order which is a serious failure.
- At MUGR station, it was noticed that the SMs are ignorant of basic shunting instructions and none of them have followed the SWR.
- At MUGR station, it was noticed that SMs are not keeping any record of Pilot 'out' / 'in' memos given to the crew from MUGR to Siding and vice-versa. Similar situation was noticed at BDCR station also.
- During the inspection of MDR station of SC Division on 8th October, it was noticed from the S&T Failure Register that on 4.10.2014 at 14.10hrs, LC Gate 126/E failure occurred and 3 trains were dealt during the failure; the procedure of exchanging PNs with the Gateman treating the LC Gate as NI Gate was not followed.
- On 5th September, during the inspection of HEM station of NED Division, it was noticed during crossing of 17410 Express and 57552 Passenger, SM/HEM committed the mistake of taking 'off' wrong departure signals, i.e., 17410 Express was admitted on 2nd Loop Line which arrived at 17.25hrs and 57552 Passenger arrived on 1st Loop which arrived at 17.26hrs. SM/HEM after the arrival of passenger train, taken 'off' 1st loop Starter towards SHSK direction instead of 2nd loop which was seen by alert LP of express train after which correct signals were taken 'off'.

- During the surprise night inspection of GNH station of NED Division on 30th September, it was noticed that Points Man was handling Block Instrument to obtain Line clear for Train No.11406 from WDN station while SM on duty was found relaxing.
- Sri. Hari Ram Gyanoba Pointsman 'A' working as Traffic Gateman was found sleeping and was not in possession of Competency certificate while working at LC Gate No. 16/T at GNH station of NED Division.
- On 31.10.2014 when KSN Goods was passing through LC Gate No.57/E between KZJ – PQL stations of SC Division, the Gateman noticed hot axle and informed SM/PQL who instead of stopping and examining the train allowed the train to run through the station though advance information was given by Gateman. Gateman of LC Gate No.55/T also failed to notice the hot axle in the train.
- On 20.10.2014, the Pantry Car of Train No. 12296 Sanghamitra Express was detached at WL station of SC Division due to hot axle. In this connection, the hot axle symptoms were not observed by station staff and LC Gatemen.
- On 29.10.2014 GM's IC was rolled back and bumped to the dead end at HYB station of SC Division during the course of shunting due to improper securing precautions by station staff.
- As per the S&T Failure Register of DHP station of HYB Division, it was noticed that on 11.6.2014, at 05.36 hours 1st loop track became danger after 19302 DN Express. ESM attended and found weld failure and written the message in control book. Subsequent to that, 4 trains were received on the same line on Calling-on signal. Track fit certificate was not available but final fault rectified at 09.35 hours as per S&T Failure register details.
- At DHP station of HYB Division, it was noticed on 25.9.2014, 3 boxes of detonators are available and all of them are with expired date (2004 / 2006 make).

2.0 Irregularities noticed in the working of Engineering Department:

- From the S&T Failure Register of Jalna station of NED Division, it was noticed from the failure record that on 16th August and 23rd August 2014, remark passed against the BPAC failure was 'PWI placed push trolley which was having defective insulation'. In this connection, it was noticed that the S&T Branch Officials are not bothered to issue any written complaint / advise to the in-charge of the trolley. Also, the in-charge of the trolley (PWI in this case) is not ensuring that the trolley is having proper insulation in track circuited area before placing the trolley on track as per SR 15.24.2 once in six months.
- From the Joint Inspection of Points & Crossings Register of MUGR station of SC Division, certain serious lapses were noticed such as; SSE/P.Way/BDCR is not signing after attending the defects in compliance column. Throw of switch varies in most of the points (Point no.105, 106, 107 & 108) is varying from 88mm to 96 mm against 95-115mm. Cross checked the readings at field-level and found in point no.101, throw of switch 92mm, LH side setting only one sleeper. But compliance written against these items are 'attended'.

OPERATING STAFF – Do follow the SWR instructions related to reception / departure of trains, shunting instructions and stabling precautions.

COMMERCIAL STAFF – Ensure closure of doors of wagons after loading / unloading of rakes. GLP to record a certificate before starting the train.

- During the rear-window inspection from BDCR to DKJ, it was noticed that track on the Girder Bridges is having sags which needs to be attended on programmed basis (Girder Bridge no.153 at k 101/8-10 sag, Bridge at KM 86/9-10, Bridge No.86, 85, 84 in KM 67 & 145). All the girder bridges are required to be lifted by providing thicker bed blocks, so as to eliminate sag.
- On 20.9.2014, LP of Train No. 57594 reported that Distant Signal of JKM station of HYB Division was in 'attention' aspect and as he was approaching Home Signal, the signal flown back and he has passed it in danger. The incident was reported to PCOR and the feedback received was that Engineering Staff are working on track circuit area without permission of SM.
- During push trolley inspection between TNKU – KLDI stations of BZA Division on 18.10.2014, it was noticed that trespassing was found near ROB 138/8-9, ballast roll down was also noticed which needs to be retained.

3.0 Irregularities noticed in the working of S&T Department:

- During surprise inspection of Jalna station of NED Division on 25th September 2014, it was noticed from the S&T Failure Register that in August 2014, as many as 16 failures have taken place of which 14 were BPAC failures, which is very high. In this financial year, i.e., from April 2014 to till date of inspection, block instrument / BPA C failures are very high, i.e., 5 in May, 4 in June, 5 in July, 14 in August and one in September 2014. On scrutiny of failure entries, it was noticed that on 5th August 2014, the BPAC between J – SVD failed for five times, on 7th August four times and on 8th August twice. It appears that such failures are not taken seriously probably due to availability of resetting facility. It is necessary to identify the actual cause and prevent such failures.
- On 21.7.2014 at TAC station of GTL Division when MNGT Goods was signaled for reception, the LP of the train reported that while approaching, the Distant Signal was displaying 'attention' and Home 'caution without routing' but the point was set to loop line. LP stopped his train and passed after receiving paper authority from SM/TAC. The cause of such failure as written by S&T was that "RVNL Staff working in Relay Room without the supervision of Railway Official as a result of which Home Signal failed in unsafe mode.

4.0 Irregularities noticed in the working of Mechanical Department:

- During foot-plate inspection by T.No. 17206 Express between MVO – J stations on 25th September 2014, LP walkie-Talkie was not working properly and CBC locking key not supplied to him.
- While performing shunting of DEMU rake from Goods R&D line to PF of Jalna station on 25th September, LP Sri. Ritesh Soni has not changed the cab while coming into the station, i.e., after pulling the rake beyond LSS.
- Certain shortfalls were noticed in the Running Room of MMR Station on 25th September 2014 such as; Centralized cooling system not working, Room No-2 near cubicle No 2 water seepage observed, On roof, near air cooling duct no-3, water leaking to be arrested, in the veg. kitchen, electrical chimney plate was found jammed, RO plant not working, etc.,
- No pit lights for old pitline at GNT. Catwalk for both new and old pits not yet completed.

SOUTH CENTRAL RAILWAY
HEADQUARTERS SAFETY ORGANISATION
BI-MONTHLY SAFETY BULLETIN –September & October 2014

DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE
DURING SEPTEMBER & OCTOBER 2014

1. **Brief of the accident:** On 01.9.2014 at 11.40 hours, T. No JCL/BCNHL left MLY Yard towards MJF direction. At 11:43 Hrs 14th wagon from TE front trolley 04 wheels derailed towards MJF end. Main line free. ART/SC ordered and wagon re-railed at 15:10 Hrs and track fit given at 18:30 Hrs.

Cause: Due to Excessive curvature Degree.

Staff held responsible: Sri. Aga Ali Akbar, SSE/P.Way/SC for not taking remedial action and allowing curve to remain in the track which is in violation of Para 124 of IRPWM, inaction for a considerable length of period from 2009 to till date of incident in not taking remedial action as primary responsible; Sri. Satty Das, SE/P.Way/BMO for not taking initiation for reporting of defects in the track even though he has trolled and reached as secondary responsible employee.

Suggestions and recommendations:

- Proper care should be taken while laying track in the initial states about the degree of curvature.
- Laying of points and crossings in critical locations, especially in the proximity of sharp curve should be avoided.

Matters brought to light:

- Check rail should be provided for entire length of curve and upto the heel of crossing of Point No.4.
- Possibility of dismantling of points (No.4) to be studied to facilitate slewing of curve.
- Handing over and taking over of track in MLY yard to be done immediately to avoid controversy in maintenance of work.

2. **Brief of the accident:** On 04.9.2014 at 03.00 hours, while giving placement in GDK Siding served under RDM station of SC Division with Loco No. 23370+05 BON 'N' Empties, Point No. 7 was trailed through by LP of the train by backing on a trailed through point which resulted in derailment of loco and 04 wagons all wheels and 01 wagon front trolley by all wheels. MFD /BPA ordered at 04.55 Hours which left at 06.00 Hours. MFD/KZJ ordered at 06:00 Hours and left KZJ 06.40 Hours arrived spot at 09:10 Hrs. Loco re-railed at 08:45 Hrs and 05 wagons re-railed at 12:35 Hrs and track fit given at 15:50 Hrs.

3. **Brief of the accident:** On 09.9.2014, at 00.20 hours, while Train No. BCNHL Goods coming from GNT direction was admitted onto common loop of BN station of SC Division, the wagon door uprooted the DN Mainline Starter S-29 and derailed.

Cause: Uprooting of DN Mainline Starter by the open doors of the rake and finally derailed.

Staff held responsible:

- Sri. Vermaraju, CS/MRGA/GNT as primary for not ensuring closure of doors of BCNHL after unloading.
- Sri. Ananda Kiran, Goods Guard/GNT and Sri. D. Suresh Babu, LP/GNT as secondary for not ensuring closure of doors of the wagons after conducting GLP check.

4. Brief of the accident: On 18.10.2014, at about 13.39 hours, when Train No. 12025 (PUNE-SC Shatabdhi) was passing on DN Mainline of SKP station of SC Division, C&W hand crane infringed the loco and 06 coaches window glasses damaged. LP stopped the train at SKP at 13:41 Hrs. GDR checked the formation after consultation with the TXR staff, train started at SKP at 14:06 Hrs. The crane was working on UP main line for wheel changing of Hot Axle.

Staff held responsible: Sri. D. Ramana Rao, SSE/C&W/SNF for failing to obtain line block on DN Mainline apart from UP Main and UP loop. He is also aware that there is infringement to adjacent line in the course of crane working.

Suggestions & Recommendations:

- A JPO for safe usage and working of such cranes in stations, sidings, loop lines and hot axle sidings may be issued for sequence of operation, safety and protection of traffic with departmental responsibilities.
- C&W Supervisor should take traffic block not only for the lines on which the crane is proposed to work but also for adjacent line which is likely to be infringed.
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Cause: Disregard of signals by the Track Machine Operator.

Staff held responsible: Sri. Y.Venkateshwara Rao, DGS / Engg Machine Operator.

Matters brought to light:

- Speedometer of the machine was not working and the walkie-talkie of the Operator was also not working.
- SSE/TM/KZJ who was in-charge was speaking on his CUG mobile ignoring the aspect of the Home Signal.

Suggestions & Recommendations:

- Instructions to be given to the Machine Operators to switch 'off' the CUG and other mobile phones.
- A fixed VHF (walkie-talkie) set may be provided to all Track Machines.
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- LR to the Machine Operator shall be introduced for all Machine Operators.
- Track Machine Maintainer available along with Machine Operator should assist in locating the signals and alert the Operator while sighting signals.
- Second senior most Technicians should also be trained in the operation of the machines to clear block section in case of any emergency.

6. Brief of the accident: On 6th October 2014, GLP of Train No. BOXN/CLE were issued shunting instructions by issuing T. 806 for stabling the train on Road-4 of TIM station of GTL Division and then bring back the multi locos to Road-3. Guard and Pointsman ensured stabling of the formation and detached the locos. The locos rolled and derailed in Trap Point No.18A.

Cause: LP failed to ensure in keeping the trailing loco in cranked condition before keeping the leading loco in trail position. He also failed to ensure securing of loco before unmanning the loco. The LP failed to abide by the rules for shunting on gradients to drive only from leading loco.

Staff held responsible: Sri. D. Ravindranath Rao, LP (G)/GTL as primary and ALP Sri. Shailesh Kumar secondary + DLS/UBL for not keeping the hand brake of the loco in working condition.

Matters brought to light:

- LP unmanned the leading loco without securing and before cranking the trailing loco.
- LP changed the leading loco as trailing to loco to perform further movement from Road 4 to 2 in spite of knowing that it is 1 in 100 falling gradient towards NKDO side which is in violation of extant instructions to perform from leading loco.

Suggestions & Recommendations:

- Irrespective of loco condition, i.e., cranked or dead, loco/s shall be secured with skids and hand brake while changing the control console on any loco cab.
- Before cranking loco, the loco must be secured with skids and hand brake.

Flash News Letter No.5

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3. All Railway Servants, especially Commercial & Security Officials please have a vigilant check on passengers carrying inflammable material such as gas cylinders, fire crackers, motor-bicycles with petrol, etc., are not carried in trains and at stations.

Irregularities noticed

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

- a. **On 24.9.2014** outgoing Guard of T. No.17206, Sri. K Sambaiah failed to conduct air / brake continuity after attaching the IC in rear. He is ignorant of the procedure of conducting air / brake continuity when Last Vehicle is not SLR.
- b. **From the route cancellation register of Jalna station of NED Division on 25th September 2014 it was noticed that** on 17th August, 22nd July, 25th June and 10th May 2014, route cancellations was done after departure / reception of full length trains. Concerning point is that **failure memos are not written and not demanded by the S&T Officials, secondly, failure entries in the S&T Failure Register is also not made which is essential.**
- c. **In the SWR of Jalna station it was noticed that** S&T diagram is not available along with SWR. **Appendix “A”** (LC Gate working instructions), there are three non-interlocked Engineering LC Gates (80/E towards SVD, 76/E & 74/E towards BDU) under the control of SM/J the normal position of them is ‘**closed to road traffic**’ and instructions are incorporated **for exchange of PN** for opening & closing the LC Gate for clearing road traffic **which is not in conformity with Para 2 of Annexure V of Appendix II of G&SR.**
- d. Guards booked to work DEMU trains in almost all the Divisions are not given the mandatory training and do not possess competency certificate to that effect.
- e. **During the bi-monthly safety audit inspection of MUGR & BDCR stations of SC Division, it was noticed that when coal rake is moved after loading from Road-4 of MUGR,** the speed max. speed of the train should have been 40 KMPH upto the next in-motion weigh bridge location since the rake is not weighed but the records maintained by the station do not prove of having given such Caution Order **which is a serious failure.**
- f. **At MUGR station, it was noticed that the SMs are ignorant of basic shunting instructions and none of them have followed the SWR.**
- g. **At MUGR station, it was noticed that SMs are not keeping any record of Pilot ‘out’ / ‘in’ memos given to the crew from MUGR to Siding and vice-versa. Similar situation was noticed at BDCR station also.**
- h. **During the inspection of MDR station of SC Division on 8th October, it was noticed from the S&T Failure Register that on 4.10.2014 at 14.10hrs, LC Gate 126/E failure occurred and 3 trains were dealt during the failure; the procedure of exchanging PNs with the Gateman treating the LC Gate as NI Gate was not followed.**
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- j. **During the surprise night inspection of GNH station of NED Division on 30th September, it was noticed that Points Man was handling Block Instrument to obtain Line clear for Train No.11406 from WDN station while SM on duty was found relaxing.**
- k. **Sri. Hari Ram Gyanoba Pointsman ‘A’ working as Traffic Gateman was found sleeping and was not in possession of Competency certificate while working at LC Gate No. 16/T at GNH station of NED Division.**
- l. **On 31.10.2014 when KSN Goods was passing through LC Gate No.57/E between KZJ – PQL stations of SC Division, the Gateman noticed hot axle and informed SM/PQL who instead of stopping and examining the train allowed the train to**

- run through the station though advance information was given by Gateman. Gateman of LC Gate No.55/T also failed to notice the hot axle in the train.
- m. On 20.10.2014, the Pantry Car of Train No. 12296 Sanghamitra Express was detached at WL station of SC Division due to hot axle. In this connection, the hot axle symptoms were not observed by station staff and LC Gatemen.
 - n. On 29.10.2014 GM's IC was rolled back and bumped to the dead end at HYB station of SC Division during the course of shunting due to improper securing precautions by station staff.
 - o. As per the S&T Failure Register of DHP station of HYB Division, it was noticed that on 11.6.2014, at 05.36 hours 1st loop track became danger after 19302 DN Express. ESM attended and found weld failure and written the message in control book. Subsequent to that, 4 trains were received on the same line on Calling-on signal. Track fit certificate was not available but final fault rectified at 09.35 hours as per S&T Failure register details.
 - p. At DHP station of HYB Division, it was noticed on 25.9.2014, 3 boxes of detonators are available and all of them are with expired date (2004 / 2006 make).

2.0 Irregularities noticed in the working of Engineering Department:

- a. From the S&T Failure Register of Jalna station of NED Division, it was noticed from the failure record that on 16th August and 23rd August 2014, remark passed against the BPAC failure was '*PWI placed push trolley which was having defective insulation*'. In this connection, it was noticed that the S&T Branch Officials are not bothered to issue any written complaint / advise to the in-charge of the trolley. Also, the in-charge of the trolley (PWI in this case) is not ensuring that the trolley is having proper insulation in track circuited area before placing the trolley on track as per SR 15.24.2 once in six months.
- b. From the Joint Inspection of Points & Crossings Register of MUGR station of SC Division, certain serious lapses were noticed such as; SSE/P.Way/BDCR is not signing after attending the defects in compliance column. Throw of switch varies in most of the points (Point no.105, 106, 107 & 108) is varying **from 88mm to 96 mm against 95-115mm**. Cross checked the readings at field-level and found in point no.101, throw of switch 92mm, LH side setting only one sleeper. But compliance written against these items are 'attended'.
- c. During the rear-window inspection from BDCR to DKJ, it was noticed that track on the Girder Bridges is having sags which needs to be attended on programmed basis (Girder Bridge no.153 at k 101/8-10 sag, Bridge at KM 86/9-10, Bridge No.86, 85, 84 in KM 67 & 145). All the girder bridges are required to be lifted by providing thicker bed blocks, so as to eliminate sag.
- d. On 20.9.2014, LP of Train No. 57594 reported that Distant Signal of JKM station of HYB Division was in 'attention' aspect and as he was approaching Home Signal, the signal flown back and he has passed it in danger. The incident was reported to PCOR and the feedback received was that Engineering Staff are working on track circuit area without permission of SM.
- e. During push trolley inspection between TNKU – KLDI stations of BZA Division on 18.10.2014, it was noticed that trespassing was found near ROB 138/8-9, ballast roll down was also noticed which needs to be retained.

3.0 Irregularities noticed in the working of S&T Department:

- a. During surprise inspection of Jalna station of NED Division on 25th September 2014, it was noticed from the S&T Failure Register that in August 2014, as many as 16 failures have taken place of which 14 were BPAC failures, which is very high. In this financial year, i.e., from April 2014 to till date of inspection, block

instrument / BPA C failures are very high, i.e., 5 in May, 4 in June, 5 in July, 14 in August and one in September 2014. On scrutiny of failure entries, it was noticed that on 5th August 2014, the BPAC between J – SVD failed for five times, on 7th August four times and on 8th August twice. It appears that such failures are not taken seriously probably due to availability of resetting facility. It is necessary to identify the actual cause and prevent such failures.

- b. On 21.7.2014 at TAC station of GTL Division when MNGT Goods was signaled for reception, the LP of the train reported that while approaching, the Distant Signal was displaying ‘attention’ and Home ‘caution without routing’ but the point was set to loop line. LP stopped his train and passed after receiving paper authority from SM/TAC. The cause of such failure as written by S&T was that “RVNL Staff working in Relay Room without the supervision of Railway Official as a result of which Home Signal failed in unsafe mode.

4.0 Irregularities noticed in the working of Mechanical Department:

- a. During foot-plate inspection by T.No. 17206 Express between MVO – J stations on 25th September 2014, LP walkie-Talkie was not working properly and CBC locking key not supplied to him.
- b. While performing shunting of DEMU rake from Goods R&D line to PF of Jalna station on 25th September, LP Sri. Ritesh Soni has not changed the cab while coming into the station, i.e., after pulling the rake beyond LSS.
- c. Certain shortfalls were noticed in the Running Room of MMR Station on 25th September 2014 such as; Centralized cooling system not working, Room No-2 near cubicle No 2 water seepage observed, On roof, near air cooling duct no-3, water leaking to be arrested, in the veg. kitchen, electrical chimney plate was found jammed, RO plant not working, etc.,
- d. No pit lights for old pitline at GNT. Catwalk for both new and old pits not yet completed.

Man of the month Awardees (August & September 2014)

Sri. Y. Rama Rao Gateman	Smt. P. Vijayamma Tech. III/BTTR
Sri. Govardhan Rao GD/SNF	Sri. Chench Rao Khalasi/Helper/BTTR
Sri. Naven Kumar Gateman	Sri. B. Janardhana Rao Goods Guard/BTTR
Sri. Iqbal Dy.SS/WIRR	Sri. G. Chandrasekhar C&W Technician
Sri. Lingamaiha Patrolman Unit No.4	Sri. M. Rambrahmam C&W Helper/BZA
Sri. Bheemaiah Patrolman Unit No.4	Sri. K. V. Rao C&W Helper/BZA
Sri. Sudhakar Patrolman Unit No. 4	Sri. B. Kiran Kumar LP/NZB
Sri. K. Arogyam Pointsman /PQL	Sri. Mohan Kumar ALP/NZB
Sri. B. Ramesh Kumar Gateman/PQL	Sri. Rajesh Kumar Meena ASM/SVN
Sri. V. Ramesh Pointsman	Sri. Manoranjan Naik ASM/KEK
Sri. Srinivasa Rao Pointsman working as Gateman	Sri. Nitish Kumar ASM/DHP
Sri. R. Ramesh Naik Guard/GY	Sri. P. Venkatesh SM/IDL
Sri. K. Radha Krishna LP/MAPT	Sri. S. Rambabu LP/GNT
Sri. CH. Rangaiah Technician III/GY	Sri. Jitendra Kumar APM/GKM
Sri. Sk. Nawab Jan Pointsman	Sri. V. T. Naik LP/NDL
Sri. G. Ravi Kumar Gateman of DMM	Sri. G. Devadas YPA/NLDA
Sri. M. D. Siraj Alam Traffic Gateman / SF	Sri. B.C. O. Reddy LP/ADB
Sri. M. Peddaiah LP/NRE	Sri. Vishal Kumar ALP/ADB
Sri. Raju Kumar ALP/NRE	Sri. Neelesh Kumar Trackman/PSD
Sri. Y. Seetharam CASM/North/SLO	Sri. Ambedkar Kumar ALP/PAU
Sri. B. Balakrishna	

LP / ALPs – Do not violate the speed restrictions given in the Caution Order.

INSPECTING OFFICIALS – Traffic Inspector and SSE/SE-P.Way shall inspect all the non-interlocked LC Gates in their jurisdiction once in a year with an element of surprise.

LPs & LP/Shunters – ensure that the equipment used for securing the dead loco is not removed before cranking the dead loco.

OPERATING STAFF – Do follow the SWR instructions related to reception / departure of trains, shunting instructions and stabling precautions.

COMMERCIAL STAFF – Ensure closure of doors of wagons after loading / unloading of rakes. GLP to record a certificate before starting the train.

Commercial Staff – Use of metallic wire for sealing of BTPN wagons is prohibited. Only non-metallic wire should be used.

LP & ALPs – Do ensure while replacing BP pipe to remove the hard plastic cap to check air continuity. On such occasion air continuity test shall be done by the train crew.

**HEADQUARTERS SAFETY
ORGANISATION**