

SOUTH CENTRAL RAILWAY

HEADQUARTERS SAFETY ORGANISATION

BI-MONTHLY SAFETY BULLETIN – Jan & Feb 2015

DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE DURING JANUARY & FEBRUARY 2015

- 1. Brief of the incident (bumping case):** On 20th January 2015, at NLPD station of GNT Division in the course of shunting, i.e., while attaching loco No. 12074+312 SDG4/UBL to Train No. MOO/N Goods, the Shunter gave bump to the formation resulting in damages to loco + first two wagons.

Cause: Shunter failed to control the loco before attaching and given a bump.

Rules violated: GR 2.11 Failed to ensure securing for safety.

Staff held responsible: Shunter / GNT Sri. Sk. Mehboob Valli

- 2. Brief of the incident (Derailment):** On 29th January 2015 at 18.00 hours, while Train No. JSWT Goods was admitted on Road No.5 of RLO station of GTL Division, one wagon next to train engine derailed.

Cause: Train JSWT Goods while rolling onto Road No-5, next to train engine wagon derailed due to infringing heap of dolomite by the side of outer rail and a stone in the heap which entangled with the side frame of front trolley of the wagon.

Staff held responsible:

Primary:

- a. Sri. E. Nagaraju, Commercial Clerk/RLO** who failed to ensure removal of the infringing heap of dolomite all along the outer rail of Road No.5 before giving release memo.
- b. Sri. Rajasimha, SSE/P.Way/GY** who failed to maintain Road No.5 of RLO station to the required standards. There was no ballast on the track. Wild plants were allowed to grow in between the track. Failed to record the abnormality of dolomite heaps due to loading on the running line in the TMS during his earlier inspection on 8th January 2015.

Secondary:

Sri. B. Ramachandra Reddy, LP/Goods/NRE who failed to notice the derailment from the decrease in speed in spite of his notching up and drawing more load current after derailment. He failed to know that Road No.5 is a running line and not a siding line.

Matters brought to light:

1. At RLO, loading is permitted on a running line and with regard to the procedure to be followed during loading and after unloading is not incorporated in the SWR. On Road No.5, the OHE is isolated as and when a rake is placed for loading and is made through after loading is completed. This is not stipulated in SWR and no entries are made in the OHE Isolator Register.
2. Soling boulders of loading platform are getting lifted due to sweeping process of residual dolomite by poclainers. The loading platform is at rail level height without a proper retaining wall. A suitable retaining wall of eight of 1 ½ feet need to be constructed.
3. The track is at low level when compared to other Road No.4 and other running lines. The track is to be lifted along with the necessary modifications to OHE. The lines that are used for loading shall always be at higher level than that of loading platform.
4. Between Road No. 4 and 5, lot of left over material and loose earth towards Road – 5.
5. Senior Supervisors attending the accident spot are not recording the evidences like distance of stone travel marks, heap of dolomite adjacent to track, etc., correctly in joint observations and sketch prepared.

Suggestions & Recommendations:

1. If loading is done by private agencies, special clauses should be incorporated in contract agreement regarding ensuring proper stacking, loading and cleaning of loading platform / track. If such special clauses are violated, penalty shall be imposed on these agencies.
2. Stations where running lines are used for loading / unloading, shall be inspected jointly by TI, CCI, SSE/P.Way and certify that loading / unloading is carried as per the JPO / instructions laid ensuring safe passage of trains.
3. **Brief of the incident** (SPAD leading to derailment): On 8th February 2015 at 04.35 hours, at West Inter Cabin of BZA station yard of BZA Division, AC light engine passed Shunt Signal No.37 at “ON” and trailed through Point No.22. Subsequently, the Shunter backed on the trailed through point leading to derailment of the loco.

Cause: Passing Shunt Signal at “ON” and trailing through the point; and further backing on trailed through points leading to derailment of loco.

Rules violated:SR 3.77 (2) which stipulate that “Whenever a train trails through points, the LP shall, immediately bring the train to a stand consult the Guard and SM and then proceed onward only if he is satisfied that the train can pass safely over the points without any accident. Under no circumstances should a train be backed over trailed through points.”

Suggestions & Recommendations: All the Shunters to be educated in keeping clear watch to ensure all points both interlocked / non-interlocked while shunting and it

should be further enlightened that backing the train over a trailed through point will lead to derailment.

Staff held responsible: Sri. V. Rajendra Prasad, Sr. Shunter / TRSO / BZA is held responsible for non-observing of Shunt Signal No. S-37 and trailed through Point No.22 which was not set his movement and further backing over the trailed through point leading to derailment.

4. **Brief of the incident:** On 14th February 2015 at 11.55 hours, when DN NMG Goods was signalled for reception onto Road No.8 of RU station of GTL Division, 18th vehicle from loco derailed by all wheels on Point No. 20B.

Cause: The screw coupling between 18th vehicle and 19th vehicle found to be slack. Due to this, buffing forces increased during deceleration. While negotiating series of turnouts and train was in deceleration, the increased buffing forces caused sudden jumping of R3 wheel and all wheels of rear bogie of 18th vehicle derailed.

Staff held responsible: Sri. C. Govindraj, Guard / TVT, Sri. T. Thyagarajan, Pointsman / TRL and Sri. Lalan Kumar Sha, Pointsman / TRL as 'primary' and Sri. Siva Satya Prakash Ragi, LP / TVT as 'secondary'.

5. **Brief of the incident:** On 16th February 2015, at 20.45 hours, while empty rake of 17025 MUGR – SC Express was being backed from Road No.3 to Road No. 1 (loop line), loco and three coaches derailed on Point No. 101.

Cause: The cause of the derailment was due to lack of alertness of Pointsman and the reason for the derailment was non-setting of Point correctly by the Pointsman.

Matters brought to light: No Shunt Signals. Non-interlocked points, no point indication on the panel to SM since it is non-interlocked point, SM is not having any control over the shunt movements once 'x' key is given to Pointsman.

Suggestions and Recommendations:

- a. Point indications on SM panel shall be provided.
- b. Interlocking of points may be planned.

Staff held responsible:

- a. Sri. Sravan Kumar, Pointsman in rear for not ensuring proper setting of point correctly.
- b. LP Sri. K. M. Rao who pushed back the formation did not clear all the points and stopped the formation on Point No. 101.
- c. Sri. Sambasiva Rao, Pointsman who was in the engine for not clearing the formation beyond Point No. 101 and gave exchange from Point No. 101.

- d. SS / MUGR who did not notice such short-cut practices which is being followed at this station and giving all shunt movements at a time which has confused Pointsmen who is new to the station (3 months service completed).
 - e. TI / BDCR who did not notice such shortcut method of shunting.
6. **Brief of the incident:** On 26th February 2015, at 08.40 hours, while JSWT Goods was rolling on to Road No. 1 of GTL station of GTL Division, 5 wagons derailed from train engine.

Cause: Track deficiencies coupled with uneven loading.

Staff held responsible:

Primary:

- a. Sri. M. Ramesh Reddy, SSE/P.Way/GTL for failing to maintain LH curve between Point No. 77B and 70A which is common for Road No. 1 & 2. Sinkage of RH rail due to water stagnation was allowed causing super elevation of RH rail beyond permissible limits. He did not attend the curve and take reading of the curve periodically. As a result of this, spread gauge and abrupt versine variation were existing on the track. The deficiencies led to derailment. He violated GR 15.02(a)
- b. Sri. Satyakumar, Goods Supervisor / PKPK of BZA Division for failing to ensure even loading of iron ore. As per the joint report of Supervisors who inspected the loading pattern of wagons on the train noticed as many as 22 wagons out of 59 wagons are with uneven loading.

Secondary:

- a. Sri. V. Appala Naidu, CC/PKPK of BZA for signing release memo on behalf of GSR without ensuring levelling of the contents in as many as 22 wagons as per the loading statement of Joint Supervisory Committee.
 - b. COA Authorities for not ensuring even loading in all the wagons.
7. **Brief of the incident:** On 11th February 2015, NRT station of GNT Division, LP of RE Special (Tower Car+2 coaches) passed DN Home Signal and entered onto loop line which was luckily vacant.

Cause: Disregard of signal by the LP of RE Department.

Staff held responsible: Sri. Ashwini Kumar Sinha, LP.

Matters brought to light:

- a. LP is overdue for RC.
- b. Datalogger snapshots does not cover the presence of LC No. 282 between Distant and Home Signals (interlocked with station signals).
- c. No sign 'on' / 'off' practice by the LPs of Tower Car.

8. **Brief of the incident:** On 20th February 2015, at 17.40 hours, while performing shunting at PBN station of NED Division, multi-locos derailed on Point No.30.

Cause: Dy.SS and Pointsmen handed over T. 369 (3b) without ensuring correct setting, clamping and padlocking of points to the LP of HBT Goods to draw beyond Starter and back the formation onto HBT Siding which led to the derailment of locos.

Staff held responsible: Dy.SS and Pointsmen for handing over paper authority to pass Starter Signal and Shunt Signal below Starter at 'on' without ensuring correct setting and clamping the points.

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

- On 29th January 2015, JSWT Goods passed NDZ station of GTL Division at 19.01 hours and stopped at KM 30/19 since Gateman of LC Gate No. 11 between NDZ – VKI exhibited danger signal on noticing axle burning in a wagon. Station staff of VDD & NDZ and LC Gatemen between GDR – NDZ stations failed to observe the hot axle symptoms. LP put off the fire by using fire extinguishers and started the train at walking speed. But again, the smoke emitted from the axle of the same wagon forcing the LP to work the train in two portions.
- On 8th February 2015, at VDD station of GTL Division, at about 22.10 hours after passage of one DN coaching train via DN Mainline, the route between DN Mainline Starter & Advanced Starter Signals got locked up. As a result of this, SM/VDD could not receive the DN Tirumala Express 17487 onto Mainline; instead, SM/VDD received the train onto DN loop line setting the trailing direction points to sand hump. Subsequent to the arrival of the DN Tirumala Express on DN loop line, SM/VDD prepared T. 369 (3b) and handed over the paper authority to the LP of Tirumala Express to pass DN loop Starter at “ON” without ensuring correct setting, clamping and padlocking of Point No. 12. However, the alert LP, ALP & LI (nominated) noticed the wrong setting of points and alerted the SM who despatched the train after correct setting with a detention of 90 minutes.
- On 18th February 2015, at 22.25 hours, while Train No. 12604 HYB – CEN Chennai Express was rolling into GNT station of GNT Division, Mechanical Staff who were on rolling ‘in’ examination duty noticed 10th coach from train engine with flames. After stoppage, noticed temperature of 448⁰ and the coach got detached at GNT due to RB failure. En-route staff such as; SMs, ‘off’ side Pointsman and Gatemen failed to notice the condition of the coach while on run and take appropriate action to stop and examine.
- **Power Block Register/GDR:** During GM’s Annual Inspection of the Division on 6th February, it was noticed that Power Block Register was perused and noticed that on 30th January from 15.15 to 16.20 hours “Power Block” was obtained between GDR – ODUR stations and from 15.35 to 16.30 hours between GDR – MBL stations. Complete entries in the register were not filled in, columns such as; memo No., power block clearance time, PN columns, signature and remarks columns are kept ‘blank’. On 5th February 2015 from 12.00 hours to 13.20 hours, **power block was obtained but no entry to that effect was made in the register.**
- **Stabled Load Register / GDR:** On 4th February 2015, 57239 CEN – GDR Passenger rake was stabled and Guard’s signature was not obtained. On 2nd February 2015, rake of 12710 Simhapuri Express was stabled on Road No.4 and the LP/Shunter & Guard signature columns are kept blank. On 1st February 2015, rake of 12710 Simhapuri Express was stabled and signature of Guard was not obtained.
- **TSR at BMO station of HYB Division:** Details was perused and noticed during the Safety Audit inspection of the station on 20th February 2015 that the **SMs are not writing the clearance time of trains into CVB which is unsafe and incorrect.**

- It appears that during the cable meggering of Automatic Stop Signals between two reporting stations in HYB Division, the trains were dealt only by issuing T.369 (3b) to pass LSS instead of suspending Automatic Block System and introducing line clear system, treating it as Absolute Block System; and the trains should have been issued with T/D 912 which was not issued at BMO as noticed during the Safety Audit inspection on 20th February 2015.

2.0 Irregularities noticed in the working of Engineering Department:

- On 25th January 2015, LP of 17603 KCG – YPR Express experienced unusual sound at KM 216/6-5 between IKI – MOA and the same was informed to SM/MOA. The cause of the unusual sound was rail fracture at multiple diagonal cracks in fishplated zone by about 25cm long of rail head was blown away (LH).
- On 3.2.15, LP of ICLV reported that LC No.143 Gateman between AXR-BTTR of BZA Division **not found**. JCB working at KM 200/4 – no caution order & no information about JCB working.
- On 5.2.15, LP of Goods reported that LC No. 102 Gateman between GDR-MBL of BZA Division **not found**.
- **Point No.24B at KM 606/9-607/0 at BMO station of HYB Division:** LH stock rail SRJ portion scabbed, need to be reconditioned / replaced. This point was last checked by ADEN/KCG on 05.1.15 & previously checked by SSE/P.Way/BMO on 07.11.14. **But all the readings i.e., Gauge, Cross levels & versines on main line & turn-out, stretcher bar lengths / clearances etc., do not tally with existing readings taken on 20th February 2015 during Safety Audit inspection.**

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

- On 7th January 2015, between 11.20 to 11.30 hours, IA Calling ON Signal failed for AC coupled engines and the cause of the defect was written as “LED defective” in the S&T Failure Register of North Cabin/GDR. **The failure was attended without issuing the failure memo by the SM and the S&T Officials also did not bother to obtain the same which is in violation of SR 3.68.**
- LC Gate No. 208 at OGL station of BZA Division which was located between DN Starter Signal and DN LSS at KM 291/16-18 towards KRV station was closed subsequent to the commissioning of ROB two years back. **But, the corresponding change was not made on the VDU. However, SWR was amended and the presence of LC Gate was wiped off on the panel board. But, it was seen on the VDU, the LC Gate ‘closed’ indication is permanently appearing. In case of failure of that indication on the VDU, the reception signals cannot be taken ‘off’ for UP trains and departure signals cannot be taken ‘off’ for DN trains. It is necessary for the Division to take up for the modification of the circuit on the VDU and rectify this anomaly immediately.**

- **Stop Boards at BDCR of SC Division:** It was noticed that for all the running lines (Mainline, Loop line & Goods R&D lines) towards RUSG direction, **“Stop Boards” are not provided which is essential for the crew to stop their trains while entering into station on reception signals. SWR & the S&T rule diagram of BDCR (No.SC/RD/012DC) was checked and found that “Stop Board” provision is not written / shown which is a basic feature to be ensured by the Operating & S&T Department Staff of the Division and Headquarters while approving the station diagram.**
- **35 block joints are available in FM yard of HYB Division. These block joints shall be replaced with glued joints on priority.**

4.0 Irregularities noticed in the working of Mechanical Department:

- Status of mobile phone of loco crew on run was checked at BMO station of HYB Division on 20th February 2015 during Safety Audit inspection of the section and found that LP of Empty Rake (9701342790) mobile was in ‘ON’ position.
- **MMTS rake stabled at FM station of HYB Division from 23.00 hours to 05.00 hours of next day. Stabling time is not written; and the LP / Guard are taking charge of the train without undertaking mandatory BA test; instead they are signing ‘on’ / ‘off’ at KCG which is improper.**

5.0 Irregularities noticed in the working of Security Department:

- On 23rd January 2015, at GNT station of GNT Division, one RPF Staff was found travelling in front SLR of Train No. 57208 Passenger with motor cycle with petrol from NRT to GNT.

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LIST OF “MAN OF THE MONTH” AWARDEES FOR THE MONTH OF NOVEMBER & DECEMBER 2014

Sri. Y. Rama Rao Gateman	Sri. CH. Ramaiah Technician III/GY	Sri. Bojjanna Night Patrolman under JE/P.Way/NDL	Sri. T. Sudhakara Rao Sr.ALP/BZA working as Shunter
Sri. Govardhan Rao GD/SNF	Sri. Sk. Nawab Jan Pointsman	Sri. K. Veeranjanyulu Night Patrolman under SE/P.Way/GTL	Sri. N. Dakshina Murthy Gateman/RJY
Sri. Naven Kumar Gateman	Sri. G. Ravi Kumar Gateman of DMM	Sri. Sk. Mastan Pointsman	Sri. M. N. Rajan CLI/RJY
Sri. Iqbal Dy.SS/WIRR	Sri. M. D. Siraj Alam Traffic Gateman / SF	Sri. K. C. S. Reddy Guard of Train No. 12649	Sri. D. Devadas LP/RJY
Sri. Lingamaiha Patrolman Unit No.4	Sri. M. Peddaiah LP/NRE	Sri. B. Arun Kumar Technician – I/Signal/RU	Sri. B. Sarweswara Rao ALP/RJY

Sri. Bheemaiah Patrolman Unit No.4	Sri. Raju Kumar ALP/NRE	Sri. Rajeev Ranjan Guard	Sri. E. Srinivasa Rao LP/G/BZA
Sri. Sudhakar Patrolman Unit No. 4	Sri. B. Jagdeesh LP/NRE	Sri. B. N. Umashankar LP/Goods/RU	Sri. S. L. A. Raju ALP/BZA
Sri. K. Arogyam Patrolman /PQL	Sri. Pankaj Kumar Mehto Dy.SS/North/GTL	Sri. B. T. Naik LP/Mail/GTL	Sri. P. V. Suresh Kumar LP/RJY
Sri. B. Ramesh Kumar Gateman/PQL	Sri. K.Venkateswarlu Dy.SS/BEY	Sri. Govind Naik Dy.SS/TKU	Sri. Cyril Purty ALP/RJY
Sri. V. Ramesh Pointsman	Sri. Laxmi Teeja Pointsman/BEY	Sri. S. K. Basha Pointsman / MKR	Sri. K. Suribabu Trackman under SSE/P.Way/TUNI
Sri. Kumaraswamy Pointsman	Sri. Govindu LP/DHNE	Sri. Basha Sr. Technician/C&W/GY	Sri. M. K. Singh SM/TSR
Sri. E. George LP/KZJ	Sri. Anuj Kumar ALP/DHNE	Sri. Narayana Guard	Sri. B. Kiran Kumar LP/NZB
Sri. Rajesh Kumar ALP/KZJ	Sri. B. N. Singh Guard	Sri. Y. Seetharam CASM/North/SLO	Sri. Mohan Kumar ALP/NZB
Sri. Ch. Peraiah CLI	Sri. P. Sudhakar LP/RU	Sri. B. Balakrishna Gateman/Traffic/MBD	Sri. Rajesh Kumar Meena ASM/SVN
Sri. Dilip Kumar GD/KZJ	Sri. Kharthik Dibar ALP/RU	Smt. P. Vijayamma Tech. III/BTTR	Sri. Manoranjan Naik ASM/KEK
Sri. Subhash Chandra Jharia Dy.SS/SRUR	Sri. K. Veeresh LP/GTL	Sri. Chench Rao Khalasi/Helper/BTTR	Sri. Nitish Kumar ASM/DHP
Sri. Sk. Shameem Gateman	Sri. Salman Raj Guard HPT of SWR	Sri. B. Janardhana Rao Goods Guard/BTTR	Sri. P. Venkatesh SM/IDL
Sri. Ajay Kumar Dy.SS/KQT	Sri. Ganesh Kumar Gateman of LC Gate No. 25/E	Sri. G. Chandrasekhar C&W Technician	Sri. Md. Habeeb Khan Keyman
Sri. Arjun Ram Pointsman	Sri. J. Masthanaiah LP/RU	Sri. M. Rambramam C&W Helper/BZA	Sri. Ch. Beeraiah Keyman MBNR
Sri. Prasad SM/MLMG	Sri. Ritish Kumar ALP/RU	Sri. K. V. Rao C&W Helper/BZA	Sri. Y. Chandra Sekhar Trackman Gang No. 16/MED
Sri. Mahender Dy.SS/WP	Sri. D. Suresh Gateman of Engineering LC Gate	Sri. Chandrasekhar Dy.SS/TDD	Sri. B.C. O. Reddy LP/ADB

	No. 176/E		
Sri. P. Rambabu Gateman	Sri. M. Reddaiah LP/NRE	Sri. Ch.Balasubramanyam SS/SLO	Sri. Vishal Kumar ALP/ADB
Sri. M. M. Hussain LP/SNF	Sri. J. P. K. Sharma ALP/NRE	Sri. D. Siva Prasad Trackman/KYM	Sri. Neelesh Kumar Trackman/PSD
Sri. B. K. Singh ALP/SNF	Sri. K. Anjaneyaiiah Keyman under JE/P.Way/AD	Sri. J. Yaswantha Raju Guard/CYM/BZA	Sri. Ambedkar Kumar
Sri. Bipin Chandra Express Guard/SC	Sri. D. Chandramouli Gateman of LC Gate No.4	Sri. Sambasiva Rao Gateman/Engineering/SPF	Sri. Satish Nayak LP/AWB
Sri. Subodh Kumar Patrolman Unit 10/BHLK	Sri. M. Hari Dy.SS/VDD	Sri. Babulal Meena Helper/Chg/BZA	Sri. Veeramani ALP/AWB
Sri. Rambabu Patrolman/MDR	Sri. L. V. Narayana Pointsman/KMH	Sri. K. Ananda Rao LP/Pass/BZA	Sri. Amit Kumar Guard/AWB
Sri. Srinivasa Rao Pointsman working as Gateman	Sri. T. Bhaskaran Gateman of LC Gate No. 42/E	Sri. K. Satyanarayana Sr.ALP/BZA	Sri. Brij Bihari Jha LP/AWB
Sri. R. Ramesh Naik Guard/GY	Sri. I. Isaiah Technician/C&W/RU	Sri. G. Ram Kishore LP/Goods/BZA	Sri. Ravi Kumar ALP/AWB
Sri. K. Radha Krishna LP/MAPT	Sri. B. Purneswar Rao Pointsman/RU	Sri. R. Thirumalleswara Rao Sr. ALP/BZA	Sri. Morsu Sattaiah LP/PAU
Sri. Shivkumar ALP/PAU	Sri. Mahendra Kumar Pakale LP/PAU	Sri.Premshankar Kumar ALP/PAU	Sri. Milind Jayanta APM/AWB
Sri. Shailendra Singh LP/G/ADB	Sri. Uday Kumar ALP/PAU	Sri. Arun Marandi LP/G/PAU	Sri. Premshankar ALP/PAU
Sri. S. Rambabu LP/GNT	Sri. Jitendra Kumar APM/GKM	Sri. V. T. Naik LP/NDL	Sri. G. Devadas YPA/NLDA

**CHIEF SAFETY OFFICER
HEADQUARTERS SAFETY
ORGANISATION**