

**SOUTH CENTRAL RAILWAY**  
**HEADQUARTERS SAFETY ORGANISATION**  
**BI-MONTHLY SAFETY BULLETIN – May & June 2015**

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**DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE**  
**DURING MAY & JUNE 2015**

1. **Brief of the incident** (Derailment): On 24<sup>th</sup> May 2015 at 14.57 hours while AWB/BCN Goods loaded with fertilisers was on run between RJY – KVR stations of BZA Division, 11<sup>th</sup> wagon derailed on rail-cum-road bridge disrupting traffic on slow line (Single line). However, traffic was dealt on fast line (Double line).

**Cause:** Derailment occurred due to “uneven loading with excessive sway has initiated off loading of front right wheel. At the same time, due to centrifugal force generated by negotiating left hand curve, the right wheel has moved towards its right direction. With already available excessive slack in the gauge, even before the right wheel could move out of rail, required slack for derailment was generated and the left wheel was derailed inside causing the derailment”.

**Matters brought to light:**

- a. Late departure of ART/RJY by 30 minutes due to precedence given for Train No. 12513.
- b. Track parameters are not recorded in the prescribed format after attention on 21.4.2015.

**Staff held responsible:**

**Primary:**

- a. CGSR/VZP yard of ECoR who supervised the loading the bags in the wagon.
- b. Supervisory staff of ROH Depot/Ambala/Northern Railway
- c. SSE/P.Way/RJY.

2. **Brief of the accident** (Derailment): On 28<sup>th</sup> May 2015, at 12.45 hours, while performing shunting, one ROH unit of BLC wagon with load derailed. Point No.8 was initially set to ICD line and subsequently it was altered for receiving a Goods train from station at 12.35 hours. At 12.40 hours, BLC wagons shunting started from ICD line to station via Point Nos. 12, 11 9 & 8. Movement was given without ensuring the position of Point No.8 which was not favourable. As a result of this, trail through of point took place. Subsequently, the load was backed on the trailed through point resulting in wagon taking two routes and derailed.

**Cause:** Shunting staff while performing shunting from ICD line to station side over Point No. 8 failed to ensure correct setting of the Point resulting in trail through of point. Subsequently backing on the trailed through point led to derailment of the wagon.

**Staff held responsible:** Pointsman.

3. **Brief of the incident** (Derailment): On 12<sup>th</sup> June 2015, at 09.42 hours, Train No. STDV Goods left bulb line No. 1 of BZA yard towards GALA fast line and while passing over Point No. V-19A, leading axle of front bogie of train engine derailed and mounted on the nose of CMS crossing.

**Cause:**

- a. Excessive clearance of RH check rail of Point No. V-19A has allowed the LH wheel of the leading axle of the loco to move more towards outside the approach lead curve in the imaginary path between the crossing throat and nose and when the shifted wheel encountered the crossing nose, it mounted on the nose and derailed,
- b. The defective LH side bearer available at central pivot adversely affected the load distribution pattern of the leading loco bogie while in motion which may caused the off loading of LH wheel of the leading axle of loco and the wheel mounted over the nose of crossing when negotiating a straight crossing at end of 6<sup>0</sup> RH turnout curve of Point No. V-19A and caused the derailment.

**Staff held responsible:**

**Primary:**

JE/P.Way/South/BZA for not ensuring tightness of check rail bolts of Point No. V-19A by his staff and by that failed to keep the check rail clearance within the limits which caused the leading wheel of loco to mount over the nose of CMS crossing.

**Secondary:**

Staff of ELS/NKJ who failed to observe the defective LH side bearer available near centre pivot of the leading bogie of loco during schedule inspection which caused uneven load distribution of the loco load on the bogie and resulted off loading of LH leading wheel of the loco wheel to mount over the nose of CMS crossing while negotiating a straight after a 6<sup>0</sup> curve of Point.

**Matters brought to light:** Seven out of nine loco readings demanded by SSE/P.Way/BZA for spring heights, etc., were not given by loco staff which are necessary for arriving at the correct cause of the derailment involving locomotive.

4. **Brief of the incident** (Derailment): On 15<sup>th</sup> June 2015, at RECH station of SC Division while pushing UP MSPS loaded Goods with diesel multi into new siding for weighment, the locos could not push the load due to rain. Hence, assistance of another loco was taken. After the completion of weighment, the assisting loco was detached for onward movement. In this process, the assisting loco derailed on open trap at 22.10 hours.

**Cause:** The movement given without ensuring point position.

**Staff held responsible:** SM, Pointsman, LP, ALP & Guard of assisting loco.

**Matters brought to light:**

- a. Dy.SS/RECH has written multiple shunt movements in one Shunting Order. To complete these movements, it consumes lots of time and causes blockage of mainline movements and causes confusion.
- b. Dy.SS/RECH permitted unsignalled movement to back the formation.
- c. LP & Pointsman have failed to stop the light engine after detaching the loco from the formation to ascertain the correct point position.
- d. Dy.SS has altered Point No.14 as soon as formation cleared Point No. 14 within 2 minutes as per datalogger report knowing that shunting process is not completed in the yard. Line clear was given to UP train and taken 'off' UP Home Signal.

5. **Brief of the incident** (Derailment): On 29<sup>th</sup> June 2015, at 12.35 hours at RU Bypass line of GTL Division, when MOO'N' Goods was passing, one wagon derailed.

**Cause:** Under investigation.

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

- a. During footplate inspection by Narsapur Express on 4<sup>th</sup> June 2015, CSO/SC noticed at NDKD station of GNT Division that Pointsman was on P.F.No.1 and Dy.SS was found sitting inside the Dy.SS/PF Office. At that time, Train No. 17255 from opposite direction rolled on to adjacent platform. **Dy.SS/NDKD did not come out to the platform and also failed to depute his Pointsman onto other platform to observe any unusual in the trains passing the station. It is the primary duty of station staff to be on the platform when trains are received and dispatched unless they are otherwise engaged.**
- b. On PF No.2 of GNT station, Simhadri Express rake was stabled along with dead loco was noticed during surprise night inspection by CSO/SC on 4<sup>th</sup> June 2015 in which **SLR no.99712/SC hand brake not applied, safety chain not provided.** Loco No.22515WAP-4/LGD & Loco No.22069 WAP-4/LGD was in dead condition. **But the same was not mentioned in the stabled load register and LP also failed to sign in the register which is in violation of SR 5.23.**
- c. During safety audit inspection of KNVT station of NED Division, it was noticed that SM/KNVT is **not in the habit of writing the PNs** exchanged by him with Guard of stopping trains as a token of assurance that complete train arrived as per SR 14.10 in the TSR since no BPAC is installed in this section.
- d. During the safety audit inspection, it was noticed at KNVT station of NED Division that LC Gate No. 12/Traffic interlocked towards ABX station, though **sliding boom arrangement is provided 1½ year back, the same is not commissioned**. Introduction of the sliding boom arrangement will certainly help in reducing the detention to trains and enhance performance of punctuality in cases of boom damages which are many in number as per the Signal Failure Register.
- e. It was noticed at ABX station of NED Division that **“trolley on line”** caps which are required to be placed on the block instrument when push trolley / moped trolley / motor trolley is placed between ABX – KSAE stations **are not available which is essential.**
- f. When push trolley is placed on track between ABX – KSAE stations of NED Division, SMs of these stations shall issue Caution Orders to trains entering into this block section as per SR 15.26, but it was noticed on the day of safety audit inspection of the section on 24<sup>th</sup> June 2015, that **the SMs are not in the habit of issuing the Caution Order to trains.**
- g. On 24<sup>th</sup> June 2015, during safety audit inspection of KNVT – ADB section, ambush check was conducted at ABX by exhibiting “Danger” hand signal to the Guard of Train No. 11402 Nandigram Express at 13.50 hours to check the alertness of the Guard and found that the Guard **failed to respond in stopping the train after noticing the danger signal exhibited by the SM.**
- h. On 24<sup>th</sup> June 2015, following CSO Inspection Special, two Motor Trollies were dispatched from ABX to KSAE. It was noticed that **second motor trolley was dispatched from ABX on the authority of only Caution Order which is incorrect.**  
All motor trollies that are following a train shall necessarily be given T.1525 (printed Authority to Proceed for Motor Trolley following a train / another trolley).

- i. On 24<sup>th</sup> June 2015, during safety audit inspection, it was noticed at ADB station that Incoming Krishna Express 17405 is received on PF-1 and after loco reversal, the formation goes as inter-city express to NED. As soon as the train arrived onto PF, passengers bound towards NED entrained the formation, i.e., in other words the rake is not empty rake. **The shunt movements was not supervised by the Guard and/or Dy.SS which is in violation of SR 5.14.4.**

## **2.0 Irregularities noticed in the working of Engineering Department:**

- a. At GNT station on 4<sup>th</sup> June 2015, one Tractor No. AP27W0545 was found plying on Platform No.5 & 6 and Railway Supervisor was not available. Also, checked and found that vehicle registration papers are not available with the driver of the tractor. **Contract Supervisor was found having and using Railway's walkie-talkie which needs to be withdrawn immediately.**
- b. During footplate inspection between RU – NRE stations of GTL Division on 12.5.2015, it was noticed that **Bridge No. 336 & 338 – vent-way is used for passage of “road vehicles”. There are no height gauges which is highly unsafe.**
- c. During safety audit inspection of KNVT-ADB section of NED Division on 24<sup>th</sup> June 2015, it was noticed at KNVT station, **Point No. 19A & 19 B towards MUE end - “Tight gauge” was observed in the entire turn out, whereas Point No. 13B at ABX station was “slack gauge”. This may be due to the incorrect positioning of turnout sleepers liners which shall be rectified. It is also noted that single coil spring washers are not provided for the plate screws in the turnout portion which needed to be provided.**
- d. **T. 1518 (Trolley Notice):** As per SR 15.26.2 of G&SR, ABX – KSAE section identified for existence of sharp curves, cuttings, tunnels, etc., special precautions shall be taken while working trollies without block protection such as; issue of T.1518 (Trolley Notice) to the SM by the Engineering Official who intend to place the push trolley on track. SM who receives such notice shall acknowledge and intimate the advice the SM at the other end under exchange of PN and both SMs shall ensure that Caution Order is given to the crew of trains entering block section. **But it was noticed that neither SSE/P.Way/KNVT nor JE/P.Way/ADB are not in the habit of issuing the Trolley Notice (T.1518).**
- e. During motor trolley inspection between ABX – KSAE stations of NED Division on 24<sup>th</sup> June 2014, it was noticed; **At KM 129/7-8 LH side heavy scour close to the track which needs immediate protection arrangements and the desilting of the vent way of Bridge No. 163 near the location has to be attended. At KM 131/4-3, SR of 50 KMPH for suspected boulder falling due to vulnerable location in cutting area. A Goompty was erected for the stationery Watchman who is provided with BSNL landline and Control phone facility. But the Watchman does not know the contact telephone numbers of ABX – KSAE, P. Way in-charge. Hence, it is suggested to provide a small board indicating the important contact numbers along with schedule of passenger carrying trains. At KM 137/0-1 on RH side a large banyan tree is existing with its branches spread completely over the track portion, which shall be cut on priority. This is very unsafe.**

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

- a. Discrepancy in the interlocking was noticed at NRE station of GTL Division on 12<sup>th</sup> May 2015. The station is provided with SSI – VDU operated panel. It was noticed that when **UP** train reception signal is taken ‘off’ either for UP Main or UP Loop, the **Home Signal is automatically flowing back to ‘on’ and again restoring back to ‘off’.** This situation is experienced by the SMs only for such trains for which departure signals are taken ‘off’ immediately after taking ‘off’ reception signals. Similar such failure is reported in DN direction at RJP station and DN direction at HAQ stations.

#### **4.0 Irregularities noticed in the working of Mechanical Department:**

- a. During footplate inspection of CSO/SC in Narsapur Express on 4<sup>th</sup> June 2015 at PGRL station when Narsapur Express stopped for crossing of Delta Passenger at 02.20 hours, ambush check was conducted to check the alertness of LP/ALP of Delta Passenger by exhibiting danger signal. ALP/GNT who was working the Delta Passenger and saw the danger signal but did not make any effort to stop or alert his LP or tried to speak on walkie-talkie.
- b. It was noticed at ADB station of NED Division that water hydrants facility though exist on 2<sup>nd</sup> loop, 57552/53 Passenger is daily backed onto PF – 1 for watering. During this shunt movement, the rake needs to enter into the block section **which is not desirable on a routine-basis**. **The asset (water hydrant) was installed 5 years back and not commissioned till date.**
- c. During the inspection of RCD at ADB station of NED Division on 24<sup>th</sup> June 2015, it was noticed that four 75kg fire extinguishers were available **but none of the staff including the in-charge of RCD are aware of the procedure to operate them.**
- d. It was noticed in the Crew Lobby of ADB station of NED Division that only one CMS (Kiosk) was available and **power back up for CMS not available.**

#### **5.0 Irregularities noticed in the working of Electrical Department:**

- a. During surprise night inspection of GNT station by CSO/SC on 4<sup>th</sup> June 2015, it was noticed that AC Mechanic who was on Platform duty **was found sleeping inside the AC Chair Car along with outsourcing staff in the Simhadri rake.**

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**LIST OF “MAN OF THE MONTH” AWARDEES FOR THE MONTH OF APRIL  
& MAY 2015**

	<b>SC DIVISION</b>				
1	Sri. Md. Qutubuddin LP/SC	26	Sri. SK. Noor Pointsman/EE	52	Sri. Kamlesh Meena Gateman
2	Sri. A. Praveen ALP/SC	27	Sri. S. Hanumaiah Engineering Gateman/VKT	53	Sri. S. Habibulla Dy.SS/BNL
3	Sri. P. Balamurugan CLI/KZJ	28	Sri. Sridhar Gateman/KVR	54	Sri. Prabhakar Pointsman/YGD
4	Sri. M. Dayal Kumar Guard/KZJ	29	Sri. N. V. Ramana Murthy Gateman/GLU	55	Sri. Karimulla LP/P/GTL
5	Sri. MD. Nazir Ahmed Guard/KZJ	30	Sri. T. Vijaya Babu HC/RPF/BZA	56	Sri. Dharmendra Kumar Dy.SS/NW
6	Sri. Kapil ALP/KZJ	31	Sri. D. Changala Raju HC/RPF/BZA	57	Sri. Mani Kumar Traffic LC Gateman
7	Sri. K. Govinda Raju LP/KZJ	32	Sri. B. Narasimha Rao Goods Guard/BZA	58	Sri. V. S. Reddy LP/P/GTL
8	Sri. Laxman Gateman		<b>GTL Division</b>	59	Sri. K. Bhaskar Rao LP/Goods/NRE
9	Sri. Sonu Kumar Dy.SS/MCI	33	Sri. S. Gopal Naik, Dy.SS/RRJ	60	Sri. B. Santosh Kumar ALP/NRE
10	Sri. Ramesh Kumar Pointsman/PPZ	34	Sri. Hanmanth Rajundu Pointsman	61	Sri. K. M. Peera LP/Mail/DMM
11	Sri. Suryanarayana Dy.SS / RECH	35	Sri. M. Sudhakar LP/RU	62	Sri. Sk. Humayun LP/NRE
12	Sri. B. Syamsunder Goods Guard / KZJ	36	Sri. Gopal Naik Dy.SS/RRJ	63	Sri. M. Narayana Pointsman/ANE
	<b>NED Division</b>	37	Sri. M. Sudhakar LI/RU	64	Sri. S. C. Lenka Dy.SS/TIM
13	Sri. Tukaram Dasrath Gateman	38	Sri. Sanjay Kumar Gupta Dy.SS/BLPE	65	Sri. Govindappa Pointsman/TIM
	<b>BZA Division</b>	39	Sri. P. Nagaraju Dy.SS/GTL/West		<b>GNT Division</b>
14	Sri. Balu Naik LP/BZA	40	Sri. T. Balasubramanyam Trackman	66	Sri. John Wesley ASM/BDPL
15	Sri. G. Ganga Raju LP/RJY	41	Sri. Dinesh Kumar Mali ASM/PGDI	67	Miss/Mrs. E. Lavanya Assistant Pointswoman
16	Sri. Sk. M. Basha Gateman /E	42	Sri. J. S. Kallimulla LP/DHNE		<b>HYB Division</b>
17	Sri. D.Sudhakar Gateman/E	43	Sri. Ranjay Kumar Guard/GTL	68	Sri. K. Venu Gopal LP/KCG
18	Sri. O. S. Srinivasa Rao Night Patrolman	44	Sri. Ramkeswer Kumar Pointsman/PMT	69	Sri. K. B. K. Chary ALP/KCG
19	Sri. A. Badara Rao Gateman/E	45	Sri. K. V. Ramanaiah LP/NRE	70	Sri. Ch. Trinath Kumar LP/KCG
20	Sri. Mukesh Bairawa Night Patrolman	46	Sri. S.V.V. Satish LP/DHNE	71	Sri. R. Ramesh Rao ALP/KCG
21	Sri. M. Ram Gopal	47	Sri. Ramesh Babu	72	Sri. A. Abraham

	<b>SC DIVISION</b>				
	Gateman/E		Guard/DHNE		Mail / Express LP/KCG
22	Sri. B. Siva Nageswara Rao ESM/TEL	48	Sri. D. Rambabu SM/SF	73	Sri. K. P. Krishna ALP/KCG
23	Sri. B. Raja Babu Night Patrolman	49	Sri. K. Subbaraidu SSE/P.Way/NDL		<b>Headquarters</b>
24	Sri. N. Ramesh C&W Helper-II	50	Sri. M. K. Rao LP/NRE	74	Sri. Narsinga Rao OS/Sr.DME O&F/SC
25	Sri. K. Srihari C&W Helper- II/Chg/BZA	51	Sri. D. Madhusudhanaiah JE/P.Way/VKI		

**CHIEF SAFETY OFFICER  
HEADQUARTERS SAFETY  
ORGANISATION**

**Operating Officials:**

**SMs shall personally ensure that all the point/s are correctly set, clamped and padlocked during point failure / signal failure.**

**Engineering Officials:**

**Ensure that T.1518 (Trolley / Lorry Notice) is available and given to SM while placing a push trolley on track at those stations / sections which are identified for availability of sharp curves & cuttings as per SR 15.26.**

**Loco Running Staff:**

**Ensure that loaded Goods trains are run at the minimum attacking speed while negotiating gradient section as per the speed board exhibited to avoid stalling.**

**S&T Officials:**

**SSE/Signals shall visit the Crew Lobbies once in a fortnight and check the Signal Defects Register in which the LPs are passing remarks about abnormality in the signaling arrangements.**