

SOUTH CENTRAL RAILWAY
HEADQUARTERS SAFETY ORGANISATION
BI-MONTHLY SAFETY BULLETIN – July & August 2015

DETAILS OF UNUSUALS AND ACCIDENTS THAT TOOK PLACE
DURING JULY & AUGUST 2015

1. **Brief of the incident (SPAD)**. On 4th July 2015 at 12.49 hours, when DN JSWT Crack Special Goods was given reception signals to DN loop line of Komali station of GTL Division, the LP of the train failed to stop near the Starter Signal No.27 which was at 'on' and thereby caused SPAD.

Cause & staff responsible: Failure of LP & ALP of DN JSWT Goods to obey the aspect of the Stop Signal as 'primary' responsibility and SM/KMQA under 'secondary' responsibility for the reason of violation of SWR while admitting the stopping train onto loop line. Also, Guard of the train for failing to attract the attention of the LP. CLI/GY for ineffective counseling of the LP.

Suggestions & Recommendations:

- At present only LPs are monitored by CLIs but ALPs are not monitored. Enquiry Committee suggests that ALPs also need to be monitored. Also, the committee recommends that suitable mechanism be developed to impart training to newly joined ALPs regarding controlling of train during such emergencies.
 - Subsequent to the counseling and monitoring of the LPs by the CLIs, the committee suggests to obtain acknowledgement of the LPs in CLI's diary.
2. **Brief of the accident (incident of poor brake power)**. On 7th July 2015 at 17.10 hours, LP of HBT Special who started the train from FM stopped the train at KCG due to poor brake power. Subsequently, the Mechanical Staff of KCG and CDO/KCG examined and accompanied the train upto CVB station at a restricted speed of max. 60 KMPH where it was stabled and offered for further examination by Mechanical Staff.

Staff held responsible: JE/C&W was suspended.

Matters brought to light:.

- HBT Special was on run without BV which is essential as per G&SR.
 - TXR staff allowed to start the train from KCG only by endorsing on the BPC about the SR to be followed instead of issuing a Caution Order by SM/KCG.
 - The wagons of the formation were allowed to run even though the wagons were due for POH/ROH.
3. **Brief of the incident (side collision)**. On 17th July 2015 at about 21.51 hours, side collision took place at GY station of GTL Division between JSWT Goods and coupled engines. Initially UP BCN Goods was admitted onto Goods R&D line No.3 which is neither track circuited nor axle countered at 21.45 hours. After the arrival of the train, the rake was planned for TXR examination and hence, the locos were detached. The LP & ALP of the multi-locos was requested to draw forward to enable adequate space for train examination. The LP & ALP unmindful of the repercussions have drawn forward the locos beyond the fouling and deserted the

locos leaving the locos unmanned and also failed to switch 'off' the headlight. Subsequently, for DN JSWT Goods was made arrangement was made to receive on Road-4 without ensuring whether the path is clear or not by the Dy.SM/GY. As a result of this, the incoming JSWT Goods side collided with multi-locos.

Cause: R-93 Goods was admitted on Road-3 and dragged upto fouling mark. Subsequently, the locos were detached and moved beyond the fouling mark which was infringing Road-4 towards GY South Cabin which caused side collision with JSWT Goods which was being admitted onto Road-4 on signals.

Staff held responsible:

Primary: LP of coupled engines for leaving the locos beyond the fouling mark and deserting the locos. Dy.SS/GY who failed to ensure the fouling of Road 3 & 4 while exchanging PN with Dy.SS/PF while admitting DN JSWT Goods onto Road-4 and also for not being available till complete arrival of JSWT Goods onto Road-4 which is in violation of G&SR and SWR/GY.

Secondary: ALP of coupled locos who failed to alert the LP and Dy.SM. Guard of UP BCN Goods who was not available in the BV and failed to ensure movements of the formation. Further he also failed to apply handbrake of the BV. C&W Helper for failing to maintain absolute devotion to duty and performed duties of Pointsman which was not assigned to him.

Blameworthy: JE/C&W/GY, Dy.SS/PF/GY and Pointsman/South Cabin/GY.

Matters brought to light:

- Pointsman duties are delegated to TXR Staff which is irregular.
- Whenever trains are received onto non-track circuited lines in the Goods R&D lines must be available till complete arrival of the train which is not presently followed.
- Air-compressor tapping point should be 5m within the fouling mark towards berthing line of Road No.3.
- Inspection register shall be maintained by the Engineering Department for non-interlocked yard in which condition of all assets such as, points, fouling marks / stop boards are available or not.

Suggestions & Recommendations:

- LPs shall be counseled by CLIs during their monitoring on GR 4.57, 4.58 and 4.61.
- Track circuiting of the entire yard is essential which shall be completed at the earliest.
- Point indicators shall be provided to indicate the position of points.
- All the rules and precautions while receiving / dispatching trains on Goods R&D lines such as clamping and padlocking of points, ensuring the nominated route is clear of obstruction etc.,

4. **Brief of the incident (sole bar breakage of coach)**: On 25th July 2015, at 22.30 hours, when Train No. 57226 VSKP-BZA Passenger train was on run between BPY – CEL stations of BZA Division, the BP pressure dropped to ‘zero’ in the loco while starting the train from a Commercial halt station.

Cause: Sole bar at outer and inner headstock separated between Guard portion and luggage portion of rear SLR due to heavy corrosion.

5. **Brief of the incident (train entering into sand hump)**: On 27th July 2015, at 22.30 hours, at Koduru station of GTL Division, Dy.SS issued T.806 to the LP of the train to proceed from loop line to Mainline beyond LSS keeping the points set to sand hump as a result of which the train entered into sand hump and got buried in the sand resulting in loco panto damage.

Cause: Issuing train passing document by Dy.SS without ensuring the correct setting of points.

Staff responsible:

Primary: Dy.SS/KOU who failed to set Point No.25 to ‘R’ position before issuing train passing document T.806 to pass Starter Signal at ‘on’. Guard/NRE who worked the train for failing to ensure correct setting and clamping of points while supervising the shunt movement.

Secondary: LP/NRE for not ensuring PHS from the foot of the Starter Signal while drawing the formation beyond the Starter upto LSS.

Matters brought to light:

- Handing over Shunting Order by Dy.SS authorising the crew to pass Starter Signal before ensuring correct setting and clamping of points is in practice which is incorrect.
- Guard of the train who is in-charge of shunt movements failed to ensure correct setting of points.

Suggestions and recommendations:

- TI of the section shall counsel the new ASMs about the instructions to be followed as per SWR of the station/s.

6. **Brief of the incident (incident of buffer interlocking)**: On 30th July 2015, at 08.00 hours while backing rake of 17255 express from Road-4 to SP-II siding on pitline No.8 of HYB station of SC Division, in two portions, buffer interlocking took place and two coaches were damaged.

Cause: Due to sudden bump given by the Shunter while backing the second portion onto the first portion.

7. **Brief of the incident (incident of bumping)**: On 5th August 2015 at 16.35 hours, at SC station of SC Division, LP of light engine when given movement to enter into Siding on PF No.1 towards KZJ end, gave bump and damaged the OHE mast disrupting normal traffic at SC station.

Cause: Shunter failed to control the locos and gave a bump resulting in OHE wire hanging on PF No. 1 & 2 and disrupting traffic on both UP & DN lines between LGD – SC.

8. **Brief of the incident (SPAD)**: On 15th August 2015 at 14.25 hours, LP of AC light engine moved from PF No.10 of SC station of SC Division, passed Starter Signal towards HYB end at ‘on’ and trailed through Point No. 105 & 106 before proceeding onto Siding on PF-1 towards WADI end.

Cause: LP/Shunter failed to control the light engine.

Staff responsible: LP/Shunter.

9. **Brief of the incident (trail through of point)**: On 18th August 2015, at 00.10 hours, at SC station of SC Division, movement of diesel light engine was given from lower yard to south line and Shunter moved the loco and trailed through hand operated Point No.11.

Cause: Pointsman without setting hand operated point given key to RRI for taking ‘off’ signal for the light engine movement.

Staff responsible: Pointsman ‘primary’ and LP as ‘secondary’.

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

- a. During the safety audit inspection of GY station on 25th August 2015, it was noticed at Junction Cabin/GY, **Pointsman is not available to work at this Cabin many times in a month.** It was noticed from the Station Diary records that **as any as 65 shifts in June 2015, 70 shifts in July 2015 and 40 shifts in August 2015 to till date of Safety Audit inspection, Pointsman is not deputed to work in this Cabin.** This is the only location where ‘off’ side exchange is possible because at end Cabins, Pointsman is already withdrawn and the Pointsmen under Dy.SS/ PF is engaged in shunting operations + setting and padlocking of points for R&D of Goods on to Road No. 1 to 6 which are non-interlocked.
- b. At GY South Cabin from the Route Cancellation Register, it was noticed that on 22nd August 2015 at 16.30 hours S-59 Starter Signal taken ‘off’ for Train No. 12708 AP Sampark Kranthi Express for Road-8 towards RU direction; subsequently signal became ‘blank’ and the cause written was due to ‘panel blank’ at Junction Cabin. **Related failure entry was not made either in the Junction Cabin or at the South Cabin. In this connection, it is proper to make failure entry at South Cabin since Starter Signal is under the control of South Cabin.** Similar such incidences were noticed on 31st May 2015 twice. However, failure entry was made in South Cabin but route cancellation entry was not found.

- c. At GY station of GTL Division, it was noticed from the Stabled Load Register **that light engines stabled in the yard are not entered which is essential. When the rake is planned for TXR examination and till such time the same is accepted by TXR (T.431 acknowledgement), the formation shall be considered as stabled load and related instructions needs to be recorded and proper care / safety precautions should be taken since all these lines are running lines. This is not being followed presently.**
- d. **From the records of BOXN Depot/GY, it was noticed during the safety audit of the station that during June, 30 CC rakes and 8 Premium rakes were examined and certified; for the month of July 35 CC rakes and 3 Premium rakes. All these rakes were received back by the Depot after completing the stipulated KMs or no. of days.**
- e. **During surprise night inspection of CLE station on 31st August 2015, it was noticed that at 02.35 hours, Train No. 12296 Express ran through the station and Guard of the train was sitting inside the BV and showing the green light which is improper.**
- f. At CLE station on 31st August 2015, Train no.18501 ran through the station and it was noticed that **flashing tail lamp was not glowing.**
- g. At 03.05 hours, DN KSN Goods ran through CLE station on 31st August 2015 and the **Guard of the train failed to exchange ‘all-right’ signals with the Dy.SS/CLE and Dy.SS/CLE failed to be alert while passing through LC Gates between CLE – YGL stations.** However, Dy.SS/CLE alerted SM/YGL and SCOR **but in spite of that, the train was allowed to run through YGL without stopping and ensuring what is wrong with the Guard of DN KSN Goods.**
- h. At CLE station on 31st August 2015, **Guard of Train No. 12670 Express which ran through the station also failed to exchange ‘all-right’ signals with Dy.SS.** The Train was made to stop at YGL and the Guard of the train replies that he was busy in writing.
- i. During the surprise night inspection at JCL station of HYB Division on 21st July 2015, Train No. DN BTPK Goods was received on 1st loop and found that Sri. Michael Joseph, Goods Guard/KCG was **working the train without Gauge and without quick coupler which are supposed to be part of his personal equipment as per SR 4.19.** A memo was found with the Guard which was stamped and signed by Dy.SS/KZJ **permitting the Goods train without LV board upto SNF.** The train made its journey on double line involving IB Signal and Automatic Block Territory without LV board and travelled upto KCG which is unsafe & improper.

2.0 Irregularities noticed in the working of Engineering Department:

- a. During the safety audit inspection of GY station on 25th August 2015, GWR specific to LC Gate (Engineering non-interlocked) No.160/E between GY-TKY stations was **available only in English.** Hindi and vernacular was not available.
- a. At CLE station of SC Division on 31st August 2015, it was noticed from the record of Joint inspection of Points & Crossings Register that on 14.7.2015, remark was passed for Point No.20A as “William stretcher bar to be replaced” and as per S&T Disconnection / Reconnection Notice, the same was disconnected from 16.50 to 17.00

hours on 15.7.2015. However, remark as 'joint work with Engineering' was not made; secondly, track 'fit' memo was not obtained. Similar such joint works were taken up on 6th February, 10th February, 19th March and 4th July 2015 for which 'no remark' was made and 'no track fit' certification was obtained. These are in violation of SR 3.51. Another observation was made during the Joint Inspection was that 185 nos. of missing GFN liners **but the same is not provided till date.**

- b. During the inspection of rail-cum-road bridge at RJY station of BZA Division on 3rd July 2015, it was noticed that **Span No. 29, deck slab reinforcement exposed and concrete spalling due to corrosion.**
- c. The approach track on RJY end is in sharp curve. The gauge and levels were checked on 3rd July 2015 and noticed that the gauge is varying from -8 to +12mm instead of uniform gauge in the curve location.

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

- a. During safety audit inspection of GY station on 25th August 2015, it was informed that **Point Indicators for Road Nos. 1 to 6 are removed** by RVNL Authorities at both ends while taking up RE / RRI work **which should have been done subsequent to issue of written correspondence.**
- b. It was noticed that though Rail Electrification took place years back, AT supply is not given to panel & signals at GY Junction Cabin and South Cabin allowing a situation of signals going to 'blank' on the face of approaching trains. At this Cabin, **there is no IPS.**

4.0 Irregularities noticed in the working of Mechanical Department:

- a. During surprise night inspection at JCL station of HYB Division on 21st August 2015, crew of DN BTPK **backed the formation before starting for more than two wagons length which is prohibited.**

5.0 Irregularities noticed in the working of Electrical Department:

- a. Designated tower car driver is not available for Tower Car No. 4123 (A breakdown vehicle for OHE) at GY station on 28th August 2015. Fire extinguishers 04 nos. available but are due for inspection since March'15. Tower car is due for AOH since July'15. Tri colour torch not available in tower car. Inflatable Tower lights not available. Wipers on both cabs not working. Parking brakes are not working, and there is no provision of hand brakes. Daily maintenance registers of tower car is not maintained properly.

LIST OF “MAN OF THE MONTH” AWARDEES FOR THE MONTH OF JUNE, JULY & AUGUST 2015

	SC DIVISION	10	Sri. Rakesh Kumar. D ALP/PAU	24	Sri. A. Visweswara Rao SM/MPU	18	Sri. G. V. Rao LP/RU
1	Sri. K. Saiprasad LP/SC	11	Sri. V. N. Sathe CLI/AWB	25	Sri. M. Sudhakar Rao Gateman/NDO under SSE/P.Way/NDO	19	Sri. SMD Ismail LP/Goods/NRE
2	Sri. K. Bhaskarababu ALP/SC	12	Sri. Sandip Kumar Guard/PAU	26	Sri. R. Anil Babu NPM/NBM under SSE/P.Way/TDD	20	Sri. B. N. Mohanty Guard/GY
3	Sri. D.Glimne Guard/SNF	13	Sri. A. K. Sharma Guard/ADB	27	Sri. S. Samba Siva Reddy ESM/VDE	21	Sri. S. K. Mohammed Javed LP/NRE
4	Sri. L. Rosaiah Pointsman/GNN	14	Sri. Bipin Kumar Gateman of LC No. 142 under SSE/P.Way/MUE	28	Sri. V. Srinivasa Rao Pointsman BVL	22	Sri. R. N. Meena Guard/GY
5	Sri. C. N. Srinivas LP/SC	15	Sri. Ramesh Ashruba Trackman working as NPM under SSE/P.Way/LSR	29	Sri. Bajju Kumar Roy ESM/KCC	23	Sri. D. Kishan ASM/SF
6	Sri. Rahul Kumar ALP/SC		BZA DIVISION	30	Sri. C.S.N. Murthy Dy.SS/NBM	24	Sri. Y. Sivashankar Reddy Gateman of Engineering LC Gate No. 162
7	Sri. Rajesh Gateman	1	Sri. P. Seenaiiah Pointsman/PGU	31	Sri. Santhosh Kumar Gateman/Engineering/ TNR	25	Sri. Venkata Ramana Trackman/VDD while working at LC Gate No.7
8	Sri. G. Srinivas LP/Goods/RDM	2	Sri. D. Srinivas YPC/OTR	32	Sri. Kiran Das ESM/RRI/BZA	26	Sri. S.Venkata Subbaiah Dy.SS/RJP
9	Sri. Sonukumar Dy.SS/MCI	3	Sri. P. Sreeramachandra NPM/KVR	33	Sri. Jitendra Kumar Pointsman/KI	27	Sri. Javed LP/NRE
10	Sri. Jagadesh	4	Sri. D. Yogeswara Rao	34	Sri. B. Bala Sowry	28	Sri. Sivasankar

	Guard/KZJ		NPM/TUNI		Pointsman/GALA		Guard/RU
11	Sri. Manojkumar Sahu Dy.SS/GNP	5	Sri. K. Jaya Rao Gateman/Traffic/RMV	35	Sri. B. Varaprasad Traffic Gateman/VDE		GNT DIVISION
12	Sri. Ch. V. Narayana LP/SC	6	Sri. Mukesh Kumar Meena SM/RYP " A" Cabin		GTL DIVISION	1	Sri. D. Rami Reddy ASM/CMZ
13	Sri. Y. V. Rambabu LP/BZA (SC)	7	Sri. M. Rajesh Kumar ESM/BVRM	1	Sri. V. Rajendra Prasad MSM/KHT		HYB DIVISION
14	Sri. Navadeep Sharma ALP/BZA/SC	8	Sri. T. Krishna Prasad SM/DEL	2	Sri. Kishore Thakur NPM working under SSE/P.Way/KDP	1	Sri. Jayanandan Kumar Trackman under SSE/P.Way/MBNR
15	Sri. M. L. Narayana LP/KZJ	9	Sri. N. Chandrasekhar Gateman/Engg/TOU	3	Sri. M.Sreenivasulu LP/Goods/RU	2	Sri. M.Chandra Mouli LP/Passenger/KCG
16	Sri. Satish Kumar ALP/KZJ	10	Sri. Y. K. Meena Dy.SS/MBD	4	Sri. JVKM Reddy ALP/RU	3	Sri. T. Peddanna SS/VDI
17	Sri. P. V. Subba Rao LP/BZA (SC)	11	Sri. N. V. Ramana Gateman/Engg/GLP under SSE/P.Way/PAP	5	Sri. M. Chandra Reddy LP/Goods/GTL	4	Sri. V. Ramudu Pointsman/VDI
18	Sri. Ajit Kumar ALP/BZA (SC)	12	Sri. G. Varahalu Gateman/Traffic/TUNI	6	Sri. G. Jayant Kumar TI/RU	5	Sri. Mahaboob Vali Sr. Tehnician/FM
19	Sri. P. Suresh Guard/KZJ	13	Sri. B. Paramanaik SM/YLM	7	Sri. Manish Kumar LP/Goods/GY	6	Sri. R. K. Meena LP/Passenger/NZB
	NED DIVISION	14	Sri. Khader Basha LP/BZA	8	Sri. B. C. Pradhan ALP/NRE	7	Sri. K. Devi Singh ALP/NZB
1	Sri. Krishna LP/Passenger/PAU	15	Sri. Surendra Prasad Helper	9	Sri. B. Sunkanna Technician II/BOXN Depot/GY	8	Sri. Hansraj Express Guard/KCG
2	Sri. Umesh Kumar ALP/PAU	16	Sri. Moses Babu MCM/196	10	Sri. M. M. Reddy LP/NRE	9	Sri. Esanna Mate of Gang No. 39 (ALPR)
3	Sri. Vishnu Gupta	17	Sri. P. V. S. Kumar	11	Sri. G. Purushottam	10	Sri. Subhashchandra

	Gautham Dy.SS/SHSK		LP/Goods/RJY		Guard/NRE		Mukhopadhaya Dy.SS/BDVL
4	Sri. Md. Salim LP/Passenger/PAU	18	Sri. M.D. Babu Gateman/ANV under SSE/P.Way/PAP	12	Sri. Veda Prakash Mandal Dy.SS/KMQA		
5	Sri. Jaysingh Meena ALP/PAU	19	Sri. L. Venkataramana NPM under SSE/P.Wayu/GLP	13	Sri. K. Suman Pointsman/KMQA		
6	Sri. K. Raghuram SFC/Loco	20	Sri. D. Jayaram Technician – I	14	Sri. Vipin Kumar LP/NRE		
7	Sri. Vijay Raju Track Maintainer – IV	21	Sri. Ramesh Reddy Helper	15	Sri. Om Prakash ALP/NRE		
8	Sri. Sesharao Gyanoo Track Maintainer – IV	22	Sri. V. Nageswara Rao LP/RJY	16	Sri. V. Jagdeesh LP/NRE		
9	Sri. Shiv Shankar LP/Goods/PAU	23	Sri. M. Jayanth Technician-I/Chg Depot/BZA	17	Sri. Vijendra Pal ALP/NRE		

**CHIEF SAFETY OFFICER
HEADQUARTERS SAFETY
ORGANISATION**

Operating Officials:

Ensure that instructions and precautions as given in SWR are strictly followed.

Engineering Officials:

Ensure that joint inspection of points and crossings is done as per schedule and the deficiencies noticed are attended on priority.

Loco Running Staff:

Backing and starting the Goods train is strictly prohibited.

S&T Officials:

Ensure that the schedule of cable meggering is carried out as per the plan.