

SOUTH CENTRAL RAILWAY

VIGIL

QUARTERLY SAFETY BULLETIN NO.3

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My dear Railwaymen

The second quarter for the year 2015-16 ended with 11 accidents / unusual incidents against the 9 in the corresponding period for 2014-15. Concerning point is one side collision against 'nil' for the previous year. Out of the 11 cases for this quarter, 9 are due to human failures which are preventable had the field staff were alert and attentive. The appreciable point is that there are no UMLC accidents for this quarter when compared to one in the previous year for the corresponding quarter. The incidents of SPAD remained 2 for this quarter.

Effective and meaningful inspections apart from intensive counseling is expected from the Inspecting Officials and Officers to reduce the incidences of human failures / preventable accidents. All the field staff are advised to be more alert, attentive and dedicated while on duty and identify all unusual in the running trains.

I appeal to all Railwaymen to diligently to go through the contents in this quarterly bulletin which contain important railway board letters, important rules, latest amendments issued to various manuals, checklist, details of accidents that have taken place during this quarter, safety drive/s launched apart from test your knowledge with key to enrich your knowledge and update your knowledge in day-to-day working and contribute for achieving the goal of 'zero' accidents in future.

(S. P. SAHU)

CHIEF SAFETY OFFICER

Section “A” KNOWLEDGE
Extracts of Railway Board letters

Sub: Uploading of salient features of Departmental Accident Inquiries of Consequential Train Accidents for public view.

Ref: No.2005/Safety (A&R)/6/4 New Delhi, Dated 01.07.2015 and 25.3.2015.

Vide Board’s above referred letter, Zonal Railways were asked to upload salient points of the Accident Inquiry Reports of Consequential Train Accidents on their respective websites, on a link provided by CRIS.

Since the requisite information is already available on the Safety Information Management System, CRIS has developed to indicate the details on the Zonal Railways’ Websites by improving the data directly from the SIMS database. The link ***Train Accident Inquiry Reports*** has been provided under the heading “Public Information”.

Zonal Railway is therefore, advised to ensure that the columns being displayed for general public through the above links are properly filled in the SIMS database. Abbreviations in these columns should not be used to the extent possible. The information being displayed through this link to the general public should be regularly by senior officers for its accuracy.

(P.S.Misra)
Director/Safety
Railway Board

Sub: Booking of expenditure towards payment of Accident Free Service Award.

Ref: RB letter No.86/Safety-I/24/35. New Delhi dated 10.09.2015.

Reference this Ministry's letter of even No. dated 06.07.1998 regarding grant of Accident Free Service Award to the eligible categories of safety staff at the time of retirement.

Consequent upon an audit objection, Eastern Railway has requested Board to define the Head of Allocation to book this expenditure.

The matter has been examined in consultation with Accounts Directorate of Board's office and it is advised that the payment towards Accident Free Service Award is to be budgeted and charged under demand No.12-Abstract 'K'-681.

Zonal Railways should accordingly project requirement of funds under this head during annual budget reviews.

(P.Srinivas)
Director/Safety
Railway Board

Sub: Working of Mail/Express Train by LP (Goods) in emergency.

Ref: Board's letter No.97/Safety-I/11/9 dated 25.03.2015.

Instructions have been issued vide letter under reference for working of Mai/Express trains by LP (Goods) in emergency and in case of diverted trains.

A clarification has been sought by East Central Railway regarding involvement of safety officers in screening of LP(Goods) for information of their panel as stipulated in Para ii(b) of Board's letter under reference.

The matter has been examined and it is clarified that screening by nominated Safety Officer in point ii (b) to the nominated Safety Officer of Operating Department in the Division.

(P.Srinivas)
Director/Safety
Railway Board

Sub: Safety preparedness.

Ref: Railway Board letter No.2005/Safety-I/3/4 dated 17.9.15

A spate of recent accidents/incidents has highlighted emergent concerns in respect of safety in train operations and need for continues attention/vigilance to infrastructure through intensive supervision at the Apex Level.

Consequently, it is directed that DRMs along with Branch Officers conduct intensive safety inspection of each section of their division and complete the same by 31.10.2015.

The inspections should particularly focus on adequacy of infrastructure, fitness of track, condition points & crossings, location of signals, safeguards at level crossing gates, availability of clearances as per SOD, safety consciousness of staff, adherence to schedule of inspections at stations including joint inspection of points & crossings and corrective action on deficiencies noticed, etc. The inspections would be conducted under the direct supervision of GMs.

On conclusion of the drive, General Managers will submit a consolidated report for each division under their control, inter alia, indicating the dates of inspection of each section by the DRMs, deficiencies/inadequacies noted and corrective action already taken/proposed to be taken within a defined time frame.

An analytical safety audit of each division of your Railway should be appended to your report highlighting inter alia areas of systematic weakness and the action plan for implementing remedial measures. Specific areas requiring policy refinements should also be brought out in your report.

(A.K.Mittal)

Chairman Railway Board

Section “B”

Some important rules – APPENDIX-IV WEATHER WARNING – CYCLONE WARNINGS

1 Weather Warning Message: Arrangements exist with the Meteorological Department, Government of India for issuing messages of warning and also through fax and e-mail, whenever storm/gales or heavy rainfall are expected. The following are conditions under which warnings are issued.

- a) Amount of rainfall considered dangerous – 5 cm and above in 24 hours
- b) Wind velocity considered dangerous – 65 KMPH and above
- c) Period when warning will be given – throughout the year

1.1 Terminology Used in Meteorological Bulletins regarding Cyclones:

a) Cyclones:

Type of Dimension	Associated wind speed	
	Knots	KMPH
Low Pressure Area	less than 17	30
Depression	17-27	30-50
Deep Depression	28-33	50-64
Cyclonic Storm	34-47	65-90
Severe Cyclonic Storm	48-63	90-120
Very Severe Cyclonic Storm	64-119	120-220
Super Cyclonic Storm	> 120	> 220
	(1 Knot = 1.85 KMPH)	

b) Intensity of Precipitation: Rainfall amount (in cm)-
Description

Less than 1	Light rain
1 to 3	Moderate rain
4 to 6	Rather heavy rain
7 to 12	Heavy rain
13 & above	Very heavy rain

c) Spatial Distribution: The area over which the phenomenon like rainfall is expected to occur.

Isolated (at one or two places)	25% or less of the total area under consideration.
At few places (scattered)	between 25% & 50% of the total area.
At many places (fairly widespread)	between 50% & 75% of the total area.
At most places (widespread)	more than 75% of the total area.

1.2 Normal Weather Warnings: Conveying messages by Indian Meteorological Department.

- a. The entire South Central Railway has been divided into 7 zones as per drawing appended in Annexure 'B'. A list showing these zones, the railway officials to whom messages will be addressed and the offices of the Meteorological Department which will issue the weather warning messages is appended in Annexure 'A'.
- b. Weather warning messages will be classified as "XXW" (Weather Warning) or '000' (Weather immediate). These messages will be normally delivered by the BSNL office direct to the Central Control office / S.C.Railway /

Secunderabad and Divisional Control Offices concerned. Liaison should be kept with local BSNL authorities for the receipt of messages over phone to avoid transit delay in actual delivery of the message.

- c. State Meteorological Centres function at Hyderabad for Andhra Pradesh State, at Bangalore for Karnataka State and at Mumbai for Maharashtra State. In addition, Cyclone Warning Centre has been established at Visakhapatnam. Weather warning messages will emanate from:
 - i. Regional Meteorological Centre, Colaba, Bombay for Zone I.
 - ii. State Meteorological Centre, Hyderabad Air Port, Hyderabad for Zones II, III and IV.
 - iii. Cyclone warning centre, Andhra University Campus, Visakhapatnam for zones V & VI.
 - iv. State Meteorological Centre, H.A.L. Air Port, Bangalore for Zone VII.
- d. The Cyclone Warning Centre, Visakhapatnam will give the adverse weather warning messages on depressions and cyclonic storms coming from Bay of Bengal and storms are still at Sea, for the coastal area of Andhra Pradesh.
- e. Long distance telephone calls will not be resorted to normally, but on special occasions this mode of communication may be utilized by the Forecasting Officer at his discretion.

1.3 Dissemination of Messages within Railway: On receipt of Weather / Cyclone warning message in the Control office, the following action should be taken.

- a) **Central Control, Rail Nilayam, Secunderabad - 500 071.** The Chief Controller shall give the copy of message to all controls i.e. Engineering Control, Traction Power Control,

Traction Loco Control, Power (Diesel) Control, Security Control, Commercial Control, Electrical Control, Test Room and Divisional Control office concerned. It is the responsibility of these controls in their turn, to inform the Officers, Supervisors and all concerned pertaining to their departments for taking necessary steps to be in readiness for meeting any eventualities. They should record the names and designation with the time and date to whom the message has been repeated.

He should also verify with the Divisional Control that such weather / cyclone warning messages received by him have also been received by the Divisional Chief Controllers of the concerned divisions, so that lapses can be remedied then and there.

- b) Action by the Divisional Control Office:** The Chief Controller shall give the copy of message to all controls i.e. Engineering Control, Traction Power Control, Traction Loco Control, Power (Diesel) Control, Security Control, Commercial Control, Electrical Control and Test Room. It is the responsibility of these controls in their turn, to inform the Officers, Supervisors and all concerned pertaining to their departments for taking necessary steps to be in readiness for meeting any eventuality. They should record the names and designation with the time and date to whom the message has been repeated.

The Section Controller shall repeat the message to Station Masters on section likely to be affected and record the names of Station Masters on duty to whom the message has been repeated.

Note: In respect of sections which are not controlled or when the control phone is interrupted, an 'XXR' (immediate) message should be issued by the Chief Controller or in his absence by the Dy. Chief Controller to the Officials referred above.

The preamble of the weather/cyclone warning message and the text as received from the Meteorological Department should be reproduced verbatim in the text of the XXR message, the text of the message should be worded as shown below:

Regional Meteorological Centre(here enter the name of the Meteorological Centre) XXW/000 (insert whichever class is used by the Meteorological Department) message coded(insert code time of the original message) dated..... (date of the original message) reads (reproduce the text of the meteorological message verbatim).

A register should be maintained in each Control of concerned department i.e. Engineering, Electrical etc. showing full particulars of the receipt and action taken on the weather/cyclone warning messages, showing the date and time of receipt of warning message, the full text of the message and the date and time of dispatch of telephonic advices to the officials concerned and the initials of the Station Masters on duty to whom the message has been repeated.

(c) Action by the Station Master:

Intimation to staff: On receipt of weather/cyclone warning advice from the Section Controller, the Station Master should take the following action:-

The SM on duty, at station where ADEN / SE (Works) / SE (P.Way), SE (OHE/PSI) are headquartered, should immediately arrange to hand over to the parties concerned, a copy of the verbatim message received from the Section Controller and obtain acknowledgement. If the ADEN / SE (Works) / SE (P.Way) / SE (OHE/PSI) is out of headquarters, the SM should advise the controller on duty who will then be responsible for ensuring that the contents of the message are communicated verbatim to Engineering and TRD officer at the station.

Date & time of receipt	Text of message in full	Name / Designation of officials to whom message was repeated	Signature of the SM	Actual weather Condition

The office copy of the message on which acknowledgement with name, designation, time and date has been taken should also be pasted in the register.

d) Precautions to be taken by Station Master, Loco Pilot/Assistant Loco pilot & Guard-regarding control of trains during storm and strong wind.

- i. When the warning message, forecasting cyclone, storm or strong wind has been received from the Meteorological Department and/or there is a reasonable doubt that severe storm is going to break out endangering the safety of

- passengers, trains etc., the Station Master shall, in consultation with the Guard and the Loco Pilot/Assistant Loco Pilot of the train, regulates the train and also refuse to grant Line Clear to a train coming to his station until storm abates and he considers safe for the movements of trains.
- ii. Should a train be caught on the run in a cyclone, storm or strong wind of an intensity which in the opinion of the Loco Pilot/Assistant Loco pilot, is likely to endanger the safety of the train he shall immediately control the speed of his train and bring it to a stop at the first convenient place taking care as far as possible to avoid stoppage of the train at places like sharp curves, high embankments and bridges (including approaches thereof). In controlling the speed and bringing the train to a halt, the Loco Pilot shall stop his train carefully and without a jerk. He shall restart the train in consultation with the Guard only after the cyclone, storm or strong wind abates and it is considered safe to proceed.
 - iii. The Guard and Loco Pilot/Assistant Loco pilot of the train in co-operation with the railway staff traveling in the train shall try to see that doors and windows of the coaches are kept open by the passengers to allow free passage of the wind through the coaches.
- e) **Action by the Section Engineer (P.Way):** The Section Engineer (P.Way) on receipt of weather / cyclone warning should arrange to advise monsoon Patrolmen/Watchmen and Gangmates to be extra vigilant. During the fair season, he should introduce monsoon patrolling as soon as possible and also post Watchmen as required at all vulnerable locations and bridges by day as well as by night for a period extending upto 48 hrs beyond the period specified in the weather / cyclone warning message.

The Section Engineer (P.Way) should be out in his section as far as possible by trolley during period of warning and 48 hrs beyond.

- i. **Monsoon Patrolling:** Commencement and Termination: If the local condition warrants, the Permanent Way Inspector of the section concerned may introduce or continue night patrolling outside the stipulated dates; duly advising all concerned (1003 of IRPW manual of 1999)
- ii. **Vulnerable Locations :** Stationary Watchmen should be posted round the clock at every nominated location during the monsoon period (1014(3) of IRPW manual of 1999)

Sign Board - Sign boards will be fixed during the monsoon period only i.e. on both sides of vulnerable points at a distance of 400 m on each side (Item 9.8 of Appendix IV of G & SR of 1999).

- iii. **Monsoon Emergency Reserve Stock:** The locations and the prescribed quantities of Monsoon Emergency Reserve Stock i.e., sand, boulders and empty cement bags is given at Annexure 'D'. It should be ensured that the materials are made available accordingly, before the onset of monsoon.

In addition to Monsoon Reserve Stock mentioned above, the following materials are to be kept ready on wheels for handling any emergency situations of breaches and wash-ways. 10 covered wagons each filled with boulders and sand at RU, KCC and KZJ. RH girders one set each of 16.30 m and 13.40 m length on BFRs with 50 Nos., of steel cribs (duly secured) at RU, KCC and KZJ.

- b) **Action by the Gang Mate:** On receipt of advice from the Station Master, the Gangmate should take the following action:

- i. During the fair season, the Gangmate should on his own accord depute two reliable Gangmen with equipment for patrolling the block section on either side and for alerting the intermediate Gangmates.
 - ii. During monsoon period, the Gangmate of the station/yard gang should send two Gangmen in opposite directions to alert intermediate Gangmates, Patrolmen and Watchmen.
 - iii. Should there be very heavy rain or severe storm during the period, weather during the monsoon or fair season, the Gangmate and Gangmen shall carry out the gang patrol as per instructions contained in Para 1001(3), (7) and Para 1002 of the Indian Railway Permanent Way Manual.
- g) Action by Traction Power Controller:** The Traction Power Controller of the division should immediately repeat the weather / cyclone warning message verbatim on Control telephone to all concerned AEE, OHE/ PSI depot in-charge of the section likely to be affected for taking adequate steps as to be in readiness for meeting any eventualities, and then circulate the contents of the message to the Officers concerned in Divisional Headquarters office. The TPC shall always be in a state of readiness to take quick and prompt action to tackle the situation. He will keep continuous liaison with the field officials, headquarters Officers, apart from the neighboring divisions, for seeking help as the circumstances warrant.
- i. The AEEs will be in their respective headquarters. Their further movements depending upon the damages caused to OHE/PSI installations due to cyclone will be guided by Sr.DEE/Tr.D.
 - ii. All Senior Supervisors and Officers of the Tr.D branch should also keep the TPC informed of their movements. These instructions also apply to other key personnel.
- h) Action by OHE/PSI Depot in-charge:** The OHE/PSI depot in-charge on receipt of weather/cyclone warning shall be in

a state of readiness to meet any emergency for arranging emergency staff to be vigilant and be available in headquarters. They shall be in readiness to move at a short notice. Break Down vehicles i.e. Tower Car, Wiring Train, Lorries and all break down tools, shackle and ladders, generator set, portable flood lights etc., shall be kept ready for movement at any instant. OHE material like conductors, insulators, fittings shall be kept ready.

i) Electrical general services wing of the division shall ensure the following to be in readiness:

- a. Sufficient stock of fuel available to run available DG set for 24 hrs.
- b. At least 2 portable DG sets at each depot in good condition.
- c. 4 Nos. of portable weather proof tents including requirement of Electrical and S&T staff.
- d. List of contractors capable of providing DG sets with operators at site and their telephone numbers and arrangements for deployment at short notice.
- e. The Chief Controller, Vijayawada Division S.C.Railway and Chief Controller, Central Control, Rail Nilayam, Secunderabad-500071 are the two nominated officers to whom the above warnings are issued by the Cyclone Warning Centre, Visakhapatnam.

1.4 Flood Warning:

FLOOD WARNING INDICATOR: Flood warning devices have been installed on trail basis at some of the bridges. Two types of devices are installed as follows:

a) GSM based device:

- i. Once the flood water level reaches the danger mark, the device sends an SMS warning message to the cell phone kept at Station Master's room and activates the signals installed at the bridge approach into 'ON' position.
- ii. The Loco Pilot of the approaching train should stop the train at the signals in 'ON' position. He shall restart his train only after getting clearance from the concerned SE/JE/P.Way at the site.

b) VHF based device:

- i. Once the flood water level reaches the danger mark, the device sends an audio-visual indication (by giving beep sound) to the Station Master room and activates the signals installed at the bridge approach into 'ON' position.
- ii. The Loco Pilot/Assistant Loco pilot of the approaching train should stop the train at the signals in 'ON' position. He shall restart his train only after getting clearance from the concerned SE/JE/P.Way at the site.

c) Station Master and concerned staff shall take the following action:

Once the Station Master receives the message from the flood warning device, he should stop immediately the approaching train and inform adjacent Station Masters and concerned JE/SE/SSE/P.Way to take precautionary measures, till such time he gets clearance from JE/SE/SSE/P.Way for safe passage of trains.

- d)** As soon as SE/JE P.way receives the message, he should visit the site and assess the situation and regulate the traffic. He should post temporary Watchmen until the flood water recedes. He should inform the adjacent Station Master regarding the condition of flood and whether train movement can take place or not.

1.5 Danger to track and bridges due to RATs:

As soon as message is received from State Govt. Officials i.e. from Village Servant / Village Assistant, Panchayat Secretaries / Assistant Panchayat Secretaries or any other general public by Station Master and officials concerned regarding the endangering of Railway Affecting Tank, the following action should be taken:

- a) The Station Master on receipt of information regarding the danger to track or bridge due to RAT should stop immediately the approaching train and inform the concerned SE/JE P.Way and the adjacent Station Master for necessary action.
- b) The sectional JE/SE P.Way in-charge should immediately proceed to the site and assess the situation and post a stationary Watchman until the flood recedes. He should inform the adjacent Station Master regarding the condition of flood and whether train movement can take place or not.

1.6 Action to be taken in the event of the East Coast being threatened by Cyclonic storms:

Receipt and Transmission of Messages :

- a. The Cyclone Warning Centre, Visakhapatnam will give adverse weather warning messages on depressions, cyclonic storms coming from Bay of Bengal when the storms are still at sea for the coastal area of Andhra Pradesh.
- b. The Cyclone Warnings will be issued in two stages. The **first stage warning** cyclone alert is issued as soon as the cyclonic storm is located at such a distance from the coast that it is expected to cause bad weather over the coast during the next 48 hrs.
- c. This is followed by **second stage warning** (cyclone warning) message when there is actual threat of cyclone over the area.

- d. Subsequently also messages giving the latest cyclonic situation are issued by the Cyclone Warning Centre till the danger to the area is over.
- e. Weather bulletins issued by the Cyclone Warning Centre are broadcast daily as a routine from the All India Radio Stations. In storm situation special weather bulletins are broadcast repeatedly at non-scheduled time also.

1.6.1 On Receipt of first stage warning message regarding Depression / Cyclonic Storms.:

- a. The Chief Controller, Central Control, Rail Nilayam, Secunderabad should be alert and take immediate action as laid down in para 1.3(a), above. He should also intimate the cyclone warning and alert the Chief Controller/SC Division/SC and GTL Division /GTL, in case the cyclone is expected to pass over their divisions.
- b. The Chief Controller, Vijayawada should be alert and take immediate action as laid down in para 1.3(b).
- c. The following Engineering dept. Officers of BZA division shall proceed and be available at stations indicated below:
CGE (shall proceed to BZA depending on the severity of the situation at his discretion)
 - Sr.DEN(South)/ BZA BTTR
 - Sr.DEN(Central)/ BZA BPP
 - DEN/E/BZA BVRM
 - Sr.DEN(North)/BZA SLO
 - Sr.DEN/Co-ord/GNT GNT
- d) The ADENs will be in their respective headquarters. Their further movement when the effect of cyclone is felt, will be left to their discretion, depending upon the needs of the situation and they will be guided in this respect by the CGE who will be directing the operations from Vijayawada or from Secunderabad through Sr.DEN/Co-ord/BZA.

- e) When land line communication fail, the facility available on microwave network and wireless transmission shall be made use of to disseminate the warnings to all concerned. High priority should be given for disposal of cyclone messages.

1.6.2 Immediately on receipt of the “Second stage warning on Cyclone” the following action should be taken:

- a. The Chief Controller, Vijayawada will keep liaison with All India Radio Vijayawada, and Meteorological Department, Visakhapatnam in receiving further bulletins and disseminate the same to all concerned. Arrangements are made by Meteorological Department to broadcast the weather bulletins from the All India Radio (hourly intervals) and sudden / unexpected developments as soon as it is notified to the Radio station. For this purpose, the Chief Controller/BZA should hear the bulletins on the transistor; Radio set available in the Control office and disseminates the cyclone warnings to all concerned.
- b. DRM/Vijayawada will depute a Senior Traffic Officer and Senior Engineering Officer to co-ordinate with all other branches and local civil authorities. The said Officers will be responsible for regulation / diversion / cancellation of train services in the areas likely to be affected by cyclone depending on the local situation.
- c. In case of imminent cyclone threat, it is advisable to cancel through running of trains and regulate the trains in the section at suitable places where catering arrangement are available, under no circumstances the passenger trains should be allowed to be marooned. DRM shall depute a Senior Commercial Officer for monitoring this purpose.
 - i. In case of districts not affected by the cyclone, de-warning message will be sent.

- ii. AEE/TRD of division has to station himself in the TPCs room to keep liaison with all other branches. The said Officer will be responsible for taking prompt action depending on the situation.

Control of Trains - when communications fail the Stations Master will take similar action as indicated in Para 1.3(d)

1.7 Action to be taken in case of hold up of trains due to Cyclone- (General):

a) By the Senior Traffic official nominated by DRM.

- i. An enquiry office with a public address system is to be opened immediately on Vijayawada platform to relay the information regarding the stranded trains, relief operations and transshipments, supply of food packets etc., DRM shall depute a Commercial Officer for this purpose.
- ii. He shall make arrangements to post Medical Officer/personnel at railway station where trains are stranded and where facilities exist. In out station or other places, he shall approach the District Collector or the local Special Police Officer who will make necessary arrangements.
- iii. He shall plan for the quick transshipment of stranded passengers in consultation with the Road Transport Corporation, where repair to track is likely to take longer time. DRM shall depute a Commercial Officer for this purpose.

b) By the Station Master.

- i. The Station Master on duty shall immediately inform Tahasildar, Revenue Divisional Officer, or Sub Collectors and the Collector of the area regarding the hold up of trains at his station.
- ii. The Station Master on duty shall seek the assistance of the local Revenue Authorities in arranging adequate supply of lemon rice and curd rice etc., along with pure drinking water to the stranded passengers and milk and biscuits to children. Commercial staff should make arrangements for supply of food etc.,

Section “C”
Latest Amendments

Advance Correction Slip No. 137 dated 18.6.2015 to IRPWM

1. The existing Para 254 of IRPWM shall be replaced with the following;
Para 254:
 - (1) In stacking rails, care shall be taken that:-
 - (a) The ground is level and well drained;
 - (b) Free rails are supported at least at four points, evenly along their length. Welded rail panels shall be so spread on cess as to rest evenly along their entire length on supports spaced at 4m centre to centre to prevent formation of kinks.
 - (c) Each stack of the rail should be of the same section and class; and
 - (2) Detailed guidelines on stacking of rails as contained in RDSO’s guidelines for handling and stacking of rails, October 2014 (CT-35) shall be followed.
2. New Para 255 (6) may be added to IRPWM as under:-
Para 255 (6): Detailed guidelines on handling of rails as contained in RDSO’s guidelines for handling and stacking of rails, October 2014 (CT-35) shall be followed.
3. The existing Para 257 (4) (b) of IRPWM shall be replaced with the following:
Para 257 (4) (b) – obsolete rails sections.
4. New Para 310 (7) may be added to IRPWM as under:
Para 310 (7): Detailed guidelines of unloading of rails and related to operation of end unloading roller rakes as

contained in RDSO's guidelines for handling and stacking of rails October 2014 (CT-35) shall be followed.

5. The existing Para 317 (3) (b) of IRPWM shall be replaced with the following;

Para 317 (3) (b): The renewal should be as a rule be carried out with standard rail sections, in accordance with the standard drawings and not with obsolescent sections. Special crossing in mainline, loops and sidings should be replaced with standard crossings.

6. The existing Para 814 (1) (a) of IRPWM shall be replaced with the following;

Para 814 (1) (a). Permanent Speed Restriction Indicators – (1) PSR boards (a) permanent speed restrictions in force are notified in working time tables. The speed indicators are erected to indicate to the LPs, the speed restrictions to be observed eg., between stations and at stations due to weaker track / bridges, restrictions on curves, grades and points and crossings etc.,

7. The existing Para 1304 (3) of IRPWM shall be replaced with the following;

Para 1304 (3): For a major bridge or when special spans (designed and constructed by zonal railways based on site requirement) are used, a certificate on Form (Annexure 13/3) issued by Deputy Chief Engineer (Bridges) to the effect that the bridge/s are designed to carry the axle loads proposed to be run, should accompany the application. The bridge certificate will be countersigned by the CBE/CE.

AMENDMENT SLIP NO.16 TO G&SR

The following amendments given to G&SR have been given for implementation:-

Item No.1: GR 1.01 in Page No.1 is amended as follows:

- (1). These rules may be called The Indian Railways (Open Lines) General (Amendment) Rules 2015.
- (2). They shall come into force on the date of their publication in the official Gazette.

Item No.2: GR 3.36(2) in Page No.54 is amended as follows:

In case of emergency to avert an accident,

(aa). Where Starter and Advanced Starter taken 'off' for departing trains that is trains starting from station after coming to stop are required to be put back for the purpose of movement of another train for precedence or crossing shall be put back only after taking following precautions:-

- (i) Relevant Starter and Advanced Starter may be replaced to 'on' and thereafter the Loco Pilot of the train for which the signals had been taken 'off' shall be advised by on duty station master through a secured means of communication, specified under special instructions or where secured means of communications are not available, through a written memo to the effect that the said signals have been replaced to 'on' and that the Loco Pilot shall not start.
- (ii) Till the loco pilot has been advised through secured means of communication referred to in sub-clause(i) or through written memo and his acknowledgement received, the route set shall not be altered except to avert an accident; or

Item No.3: Delete SRs 3.36.5.1; 5.3; 5.3.1, & 5.3.2 and renumber SR 3.36.5.2 as 3.36.5 in Page No.55.

Item No.4: Rule v ad v (c) of II of Appendix-XI in page 430 & 431 Is amended as follows:

v) At stations, provided with relay interlocking, after passage of a train the route may get locked up due to failure of a track circuit(s) etc. Efforts should be made to cancel the route with normal cancellation procedure. In case the route still remains locked, the same may be cancelled by applying Emergency Calling-on Route Cancellations as per the procedure given under-

(c) Press and release the Emergency Calling-on Route Cancellation button.

On doing the above, white indication appears near the Emergency Calling-on Route Cancellation button and after prescribed time delay, as mentioned in SWR, the route gets released and further trains can be dealt on calling-on signal, if the track indication(s) continue to show occupied until the track circuit(s) failure is rectified.

However, in case of point track failure, points cannot be altered from Panel.

The following precautions shall be taken before resorting to emergency Calling-on Route Cancellation.

- i) The previous trains have arrived complete.
- ii) Physically ensure that no vehicle is standing on the portion of track, showing occupied indication, and
- iii) Red ink entry shall be made in the TSR for all the movements made with Emergency Calling-on Route Cancellation.

Section “D”
Checklist - Engineering

ACTIVITY CENTRE – MANNED LC GATE (OPERATING OR ENGINEERING INTERLOCKED OR NON-INTERLOCKED)		
S. No.	Items to be checked	Observations made
1	AVAILABILITY OF ROAD SIGN BOARDS: <ul style="list-style-type: none"> • Double strip (200m) • Single strip (50-100m) • Road warning board (within railway boundary) • Speed breaker board (5-10m from Speed breaker) & • Speed breaker (rail post to 20 m distance or within railway boundary) whether provided as per standards? 	
2	Provision of wicket gates (mandatory at manned LC Gates).	
3	Whether vertical clearances of lifting barriers (from bottom of lifting barrier to road surface) is between 0.8 - 1m.	
4	Lateral, Vertical clearances of check rails (lateral - 51 to 57mm; Vertical - >38mm).	
5	Whether length of check rail & road width is as per standards (length of check rail = road width + 2.0m).	
6	Whether the length of the safety chain is suiting the width of the LC, make the	

	Gateman to physically put the chain across the LC Gate and observe the length whether it is correct or not, also make the Gateman to padlock.	
7	Cross check the LC Gate Register entries with station – at least last 3 trains; in case if it is non-interlocked LC Gate, the PNs should be checked & in case of interlocked LC Gate, check for the availability of PN Sheet.	
8	Check for the availability of competency certificate and medical certificate of Gateman.	
9	Check the record for the last damages caused to lifting barrier – in case of interlocked LC Gate, whether PN was exchanged by Gateman with SM till the lifting barrier is restored / repaired.	
10	Check the general condition of the gate lodge with regard to Civil / fabricated structure and Electrical fittings, alternate power supply, water source, etc.,	
11	Test the efficacy of the interlocking in case of interlocked LC Gate by trying to lift the lifting barrier after transmitting the EKT.	
12	Knowledge of the Gateman during normal working and abnormal working.	
13	Whether the check rail clearances are clean?	
14	Whether the Gateman are functioning as per official roster?	

	Whether Gateman are available in three shifts (in case of ‘Special’ class and class ‘A’ LC Gates only)?	
15	Whether GWR instructions are available in vernacular and English / Hindi languages.	
16	Observations made by Engineering / Traffic Officials in the LC Gate Inspection Register.	
17	Drainage facility is available and has clear passage or not.	
18	Fencing available in both ways, i.e., road and rail directions.	
19	General condition of the road within the track portion and on the approach locations. Road surface is level upto 15m or beyond in Special Class (class I road). In case of other class of roads, 8m surface shall be level.	
20	Availability of gate equipment as per the SWR and its condition.	
21	Whether sliding boom provision is available and in working condition which will be used during damages to lifting barrier. Whether the sliding boom is also having interlocking proving, if so, whether it is working or not.	
22	Whether the audio buzzer is properly functioning and audible while closing / opening the lifting barrier.	

	Is the buzzer is interlinked with the movement of lifting barrier or to be switched on manually.	
23	Whether the infrastructure is enhanced according to the class of LC Gate as per Annexure 9 of IRPWM?	
24	Any other observations	
ACTIVITY CENTRE – UNMANNED LEVEL CROSSINGS		
1	Check for the minimum visibility of 800m for both road & rail user. If not, whether any speed restriction imposed. .	
2	AVAILABILITY OF ROAD SIGN BOARDS: <ul style="list-style-type: none"> • Double strip (200m) • Single strip (50-100m) • Road warning board (within railway boundary) • Speed breaker board (5-10m from speed breaker) & • Speed breaker (rail post to 20 m distance or within railway boundary) whether provided as per standards? 	
3	Lateral, vertical clearances of check rails (lateral - 51 to 57mm; vertical - >38mm).	
4	Length of check rail & road width should be as per standards (length of check rail = road width + 2.0m). (road width for class – I 9.0m, class – II7.5m, class – III 5.0m)	
5	Whether “W/L” board is available at 600m.	

	In case of single line sections, where the visibility is clear, whether the “W/L” board distances is reduced to 350m or not?	
6	Whether the existing TVUs qualify for manning?	
7	Whether barricading is available for both road and rail side.	
8	Feasibility for closure by diverting or by providing limited height subway or for clubbing.	
9	Whether approach road gradient (beyond 8m) is 1 in 20 for Class III roads; 1 in 15 for Class IV roads?	
10	Any other observations	
ACTIVITY CENTRE / EQUIPMENT – POINTS & CROSSINGS		
1	<p>Check the gauge (-5mm to +3mm in straight portion) & cross level (variation not permitted)at following important locations:</p> <ul style="list-style-type: none"> • In switch portion, 450mm ahead ATS, at ATS , at 150mm behind ATS, at heel block. • In lead portion all the stations Versine, gauge & cross-levels. • In crossing portion 1m ahead of ANC, 150mm behind ANC, 1m behind ANC, wear of crossing both wing rails & nose. 	

2	Observe the housing of stock/tongue rails (for 1 in 12 -upto 4 sleepers, 1 in 8 ½ - upto 3 sleepers).	
3	Measure the throw of switch on both LH & RH (permitted 95 - 118 mm).	
4	Whether joints are gapless joints in crossing portion or not.	
5	Whether 'J' type ERCs are provided in prescribed locations or not.	
6	Whether clean cushion maintained or not (minimum 300 mm - maximum 350 mm).	
7	Whether ZMF is available in lead & crossing portions.	
8	<p>JOINT INSPECTION OF POINTS & CROSSINGS:</p> <ul style="list-style-type: none"> • Whether the schedule is being followed or not? • Deficiencies noticed during the inspection – whether they have attended and remarked to that effect? • If the nature of deficiency is similar type at similar location, whether any action plan is initiated for rectification of the same or not? 	
9	Any other observation	
ACTIVITY CENTRE / EQUIPMENT – CURVES		
1	Whether curve particular boards, TB, TE Rail posts etc., provided in prescribed locations or not.	
2	Whether joggled fish plates for the	

	Thermit welds on the outer rails of the curve provided with proper clamps or not (as per ACS 116 of IRPWM, Para 429)	
3	Whether greasing of ERC (inside every one year & outside every two years in identified corrosion prone areas), gauge face corner (every fortnight) done as per schedule or not.	
4	Check the gauge & super-elevation in transition portion especially, (upto + 10mm for curves less than 350 m radius).	
5	Whether adequate ballast provided for outer rail of the curve, any deficiency of ballast noticed.	
6	Any other observation.	
ACTIVITY CENTRE / EQUIPMENT – LWR / SEJ		
1	Whether SEJ/LWR particular board provided or not?	
2	Whether reference pillars are correctly positioned or not (mean position should coincidence with reference mark & centre of the chair plate).	
3	Whether the total gaps are tallying as per temperature range or not.	
4	Check the squaring of tongue rails, tightness of bolts/nuts.	
5	Whether any discontinuation of track noticed (fish plated joint) in LWR track which is not permitted.	
6	Whether angle tie provided or not?	
7	Any other observation	

ACTIVITY CENTRE / EQUIPMENT – BRIDGES		
1	<ul style="list-style-type: none"> • Whether danger level is marked; • Whether HFL marked or not & • Whether availability of flood gauge or not. 	
2	Whether Guard rails are provided in major bridges or not. Check the lateral clearance between Guard rail & running rail (250 + 50mm).	
3	Top table of the Guard rail should not be lower than that of the running rail, by more than 25mm or not.	
4	Check the gauge & cross-levels on the bridge (straight including curves of 350m radius or more - 5mm to + 3mm, for curves less than 350m radius upto + 10mm i.e., 1686 mm).	
5	Whether pathway provided in the centre of track over sleepers properly/intact or not for the purpose of inspection of Engineering Officials. Ensure overlapping pathway plates are fixed properly.	
6	Whether the entire hook bolts are intact and position of arrows on top of the bolts should be at right angle to the rails pointing towards the rail.	
7	Whether all the nuts, hook bolts etc., are oiled periodically or not.(to avoid rusting)	
8	Whether vent-way is clear of obstruction or not.	

9	Whether joggled fish plates of the Thermit weld on the bridge along with its approaches up to 100m is done using proper clamps or not.	
10	Whether prescribed trolley refuges/man refuges are provided or not (on bridge with main spans of <100m - 100m, on bridge with main spans of 100m or more - a refuge over each pier, on ballasted deck bridges-50m).	
11	Whether anti-sabotage device with nut and special keys in all the identified sabotage prone locations on important/major bridges and their approaches provided or not as per engineering standing order no. 66.	
12	Any other observation	
ACTIVITY CENTRE / EQUIPMENT - SOD		
1	Check the horizontal distance from centre of track to passenger platform coping which should be 1670 -1680mm.	
2	Check the horizontal distance from centre of track to face of any platform wall which shall be 1675 - 1905mm.	
3	Check the height above rail level for passenger platform which shall be 760 - 840mm.	
4	Check the height of cover over platform above rail level which shall be 4470 - 6250mm.	
5	Check the minimum distance centre to centre of tracks (for existing works -	

	4265mm, for new works or alterations to existing works - 5300mm).	
6	Any other observation	
TRACK MACHINES LIKE TTM, BCM, UTV, PQRS CRANE, UNIMAT, DUOMAT, Etc.,		
1	Whether the Operator is trained and in possession of competency certificate?	
2	Does the Operator possess sectional knowledge?	
3	Whether the Operator underwent PME on par with train LP and having the certificate?	
4	Knowledge of the Operator in observation of G&SR rules (normal and abnormal).	
5	Whether the prescribed equipment is available in working condition or not?	

Section “E”
Accident cases

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'.
10. **Brief of the incident (SPAD)**: On 4th September 2015, at 01.18 hours, LP of DN BOXN Goods passed DN Home Signal at 'ON'
Cause: LP of Goods failed to stop the train as per the aspect displayed by the Home Signal of YA station due to late application of brakes.
Staff responsible: LP & ALP of the train under 'primary'.
Matters brought to light: AWY Goods was received on Road No.4 at 23.50 hours of 03.9.2015 at YA station from

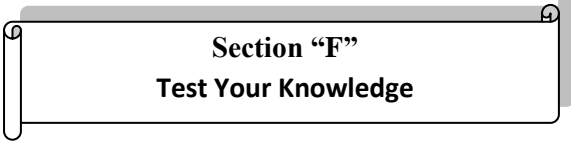
Siding. Subsequent to completion of shunting, the train was ready at 00.10 hours of 04.9.2015 and the signals were taken 'off' at 01.10 hours and after 13 minutes, the train started its journey. This was a cross movement and as such the approaching BOXN Goods was planned to detain at Home Signal inspite of being a crack special Goods. The Enquiry Committee consider this as wrong operation.

Suggestions and recommendations: SCOR and Dy.SS should judicially plan in such a way that crack special goods and express trains are given precedence over other waiting trains.

11. **Brief of the incident (SPAD):** On 19th September 2015, at 04.40, 57660 empty rake arrived FM station of HYB Division and the engine was detached and given forward movement for reversing of the loco. LP of the light engine accordingly made a forward movement from PF No.1 towards DHNE direction and passed beyond the top point. When Dy.SS/FM was in the process of setting the point and taking 'off' Shunt Signal No. 21 for return movement onto Road No.3, the LP passed the Shunt Signal at 'ON' and the point got altered under the wheel and taken routes before derailing.

Cause: LP of light engine ignoring the aspect of the Shunt Signal before commencing the shunt movement back towards SC direction.

Staff responsible: LP of the light engine.

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Section “F”
Test Your Knowledge

- 1. What is meant by ‘hotel load on diesel locomotives’?**
- 2. Which is the highest horse power diesel locomotive and when it was introduced on IR?**
- 3. BCACBM wagon is designed for transporting which commodity and what are its advantages?**
- 4. What is the 24 x 7 security helpline number?**
- 5. What are the specialities of ‘Suvidha’ trains?**
- 6. What are the secured means of communication which can be used before putting back the departure signals taken ‘off’ for the train?**
- 7. Who is responsible to ensure that no person is travelling in any compartment or vehicle or roof of the vehicle not intended for use of passengers?**
- 8. When the engine flasher light fails, is it is necessary to fail the loco?**
- 9. When engine speedometer of coaching trains fail on run (both the speedometers in diesel loco and one in case of electric loco), the train should run with what speed?**
- 10. When locomotive headlight fails on run, what should be the speed of the train?**

KEY

1. Provision of capability to handle hotel load (train lighting and air-conditioning) which eliminates the use of diesel generator car thereby replacing one power car and accommodate one additional coach. This helps in 10 – 15% fuel consumption in power cars.
2. WDG5 (5500 HP) and this locomotive was pressed into service with effect from February 2015.
3. BCACBM wagons are developed to carry auto-cars in two deck which can accommodate 318 cars in one rake of 45 units. By introduction of this stock, the throughput per rake has increased by 17%. First rake was flagged off on 01.3.2014.
4. 182
5. Tickets are issued only for confirmed and RAC, i.e., there is no waitlist passengers. Advance reservation can be done only 30 days ahead of the journey. No concession is applicable. No half tickets, i.e., only full fare is collected irrespective of age of the passenger. The fare system is dynamic.
6. Secured means of communication are;
 - a. **GSM-R based MTRC (Mobile Train Radio Communication)**
 - b. **TETRA-based mobile communication and**
 - c. **Trunking radio (MPT-1327) and CTCSS VHF system**
7. Guard, LP & ALP of the train with the help of RPF & GRP.
8. Yes.
9. Reduce 10% of MPS of the train.
10. 40 KMPH or severest temporary speed restriction in force in the block section whichever is less.

Section “G”
Safety drives launched

No. Safety.387/ SD/Vol.IV.

Date: 14.09.2015.

Sub: Safety Drive on Attention to observations made during **Joint Inspection of Points & Crossings.**

Safety Drive is to be conducted immediately to attend to all unattended observations / deficiencies noticed during Joint Inspection of Points & Crossings with special emphasis on the following aspects:

- 1) All the pending items of Joint Inspection of Points & Crossings are to be listed out and programme to attend immediately with giving priority to the tongue rails, Crossings & kinks.
- 2) Special attention to be given for the Tongue Rails (worn out, chipped off, knife edge, corrosion) and worn out crossings, alignment kinks especially on Main Lines /Run-through Lines.
- 3) ADEN / ASTE shall test check the inspection remarks and its proper attention.
- 4) USFD testing of Points & Crossing is to be carried out in terms of ESO No. 71.

The compliance report furnishing the details of unattended serious items and action taken is to be furnished by not later than 21.09.2015.

S.P.SAHU
CHIEF SAFETY OFFICER

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Section “H” Accident Statistics

- This quarter ending resulted in 11 accidents against 9 for the corresponding period of previous year.
- Out of the 11 cases, 9 are due to human failures which are preventable.
- There was one collision against ‘nil’ for the previous year.
- The incidences of miscellaneous attributed to 3 against ‘nil’ for the previous year corresponding period.
- The SPAD cases remained 2 for this quarter.
- The number of derailment cases have come down from 6 to 4 in this quarter,
- There were no UMLC accidents which is appreciable.
- There was one failure of engine / rolling stock in this quarter against ‘nil’ for the previous year corresponding year.

Section “T”
Miscellaneous

7 Reforms by Indian Railways to improve services

1. Cash on Delivery for Train ticket bookings:

Indian Railway Catering and Tourism Corporation Ltd. (IRCTC), a public sector undertaking of the Ministry of Railways, has launched Cash on Delivery (CoD) service for e-tickets w.e.f. 01.01.2015 on pilot basis. Under this scheme, the customer books the tickets online through the following channels and opts for Cash on Delivery service or may make online payment through Bookmytrain app on various platforms. However, the customer can only book tickets up to five days prior to commencement of journey.

2. WiFi in Stations and Trains:

Indian Railways has provided provisional Wi-Fi facility at 7 Railway Stations namely Bengaluru, New Delhi, Chennai, Ahmedabad, Agra Cantt., Varanasi and Secunderabad. The internet access is provided free to the users for first 30 minutes. For usage beyond that, it is priced at Rs.25 for 30 minutes and Rs.35 for 1 Hour and is valid through 24 hours. Additionally, Wi-Fi has been provided in trains as well. Howrah-New Delhi-Howrah Rajdhani Express has been provided WiFi facilities.

3. Connectivity in remote and far flung areas:

Based on demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives

& Railway's own requirement for development of backward, remote, far-flung and naxalite affected areas 32 new line projects on socio-economic considerations at a total cost of Rs.1,47,553 crore.

4. One booking per login

The Ministry of Railways has decided that in case of e-ticketing, there will be a restriction of only one booking in one user login session and forced logging out of the user before another booking for all users including IRCTC agents but excluding defence booking under warrant only.

5. Railways Electrification

There are 154 New Line, 42 Gauge Conversion, 166 Doubling and 54 Railway Electrification projects across the country with throw forward of Rs. 2,85,652 crore. For Railway Electrification projects, the throw forward as on 1st April 2014 has been estimated to be Rs. 6,692 crore. Ministry of Railways has approached all State Governments to form Special Purpose Vehicles (SPV) jointly with Ministry of Railways to undertake mutually identified rail infrastructure projects for project development, resources mobilization and monitoring.

6. Safety of passengers in trains:

On vulnerable and identified routes/ sections, 1300 trains (on an average) are escorted by Railway Protection Force daily, in addition to 2200 trains escorted by Government Railway Police of different States daily. A Security Helpline Number '182' has been made operational at all zonal railways to enable all rail passengers including ladies in distress to seek security related assistance round the clock.

7. Union Bank of India- IRCTC RuPay Pre-Paid Card:

This unique RuPay Pre-Paid card has been developed jointly by Indian Railway Catering and Tourism Corporation (IRCTC), Union Bank of India and National Payment Corporation of India (NPCI) and can be loaded with an amount as desired by customer and can be redeemable for Rail ticket, to buy goods and services on IRCTC website. This card is the first of its kind in the market where both virtual as well as physical cards are being issued to the customer in two variants – Partial KYC with a loading limit of Rs.10,000 and full KYC with a loading limit of Rs.50,000. The first 5 transactions per card every month done on IRCTC for purchase of railways tickets will be FREE (no transaction charges) to the customer for the first 6 months only. For every subsequent transaction post the free usage, customer will be charged Rs.10/- per transaction.

LAUNCHING OF CONCESSION-LESS SUVIDHA TRAINS

The Railway Ministry has announced new Suvidha Trains to replace the Premium trains that were introduced last year to beat the Summer rush. The First train between Gorakhpur and Anand Vihar (Delhi) will ran from 13th to 30th July 2015.

A Major disadvantage of the Premium trains was that tickets could only be bought online. However, the Government plans to plug the gap with the new Suvidha Trains. Here's all you need to keep in mind while making reservations in the new trains.

Only confirmed and RAC tickets will be issued on these trains.

- Advance Reservation Period is maximum of 30 days and minimum 10 days.

- Tickets for the trains will be available at Railway reservation counters as well as online (on the IRCTC website).
- Fare for these trains is more than that of normal trains; the minimum fare being in the same range of Tatkal fare for the particular class. Fares would increase after booking of every 20 percent of seats/berths subject to maximum three times of Tatkal Fare.
- There are no concession/discounted fares for children and Senior Citizens.
- Supplementary charges like reservation charge, superfast charge and service tax shall be levied separately.
- Passengers have to produce an identity card during the journey for verification.
- 50 percent refund of fare shall be granted up to 6 hours before the scheduled departure of the train or preparation of the chart whichever is earlier. After that no refund shall be permissible.
- Cancellation of the tickets is not permitted. However, in case of the exceptional circumstances full refund of the fare shall be granted across the counter or directly credited to the customer's account depending on the mode of booking.
