

## SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/12/2015

### Fly Leaf No. 12/2015

## Attention..... OPERATING OFFICIALS

In the recent past there were many point trail through cases due to the lapses of SM & Pointsman. All these cases were preventable had little vigilance and attention is exhibited by the SM & Pointsman.

Date	Station & Division	Brief of the incident	Staff responsible
30.5.2014	Yerpedu of GTL	<ul style="list-style-type: none"><li>➤ At 23.40 hours, UP MDKS Goods was signalled for reception on to UP loop line keeping the points set for sand hump since SCOR planned to keep the Goods train for precedence of coaching trains.</li><li>➤ Train arrived on loop line at 23.51 hours but rear fouling was not clear.</li><li>➤ Load of the train was 59+1 BOXN hauled by multi locos. CSR of the line was 686m.</li><li>➤ Since the rear fouling was not clear, the route was held up.</li><li>➤ SCOR/GTL advised SM/YPD to further despatch the train to RU.</li><li>➤ Accordingly, line clear was taken and LSS was taken 'off' but Starter could not be taken 'off' hence, T.369 (3b) was prepared and handed over to the train crew and PHS was also exhibited.</li><li>➤ <b>Point No.12A was correctly set and clamped but 12B was not correctly set.</b></li><li>➤ <b>As a result of this, the point got trailed through at 00.49 hours.</b></li><li>➤ Following this, Train No. 17230 Sabari Express was admitted on Calling-on on mainline since trailing point was flashing.</li><li>➤ Further, the express train got detained for more than one hour since the trailed through point was to be disconnected and manually set with the help of SSE/P.Way/RU and SSE/Signals/RU who arrived from RU.</li></ul>	Dy.SS & Pointsman
09.12.2014	Malkapuram station of GTL	<ul style="list-style-type: none"><li>➤ S&amp;T (Table of Control) disconnection work was taken up at Rangapuram (RGM) station at 10.15hrs and reconnection was given at 13.15hrs on 09.12.2014 duly keeping Slip Siding No-15 set to Main Line.</li><li>➤ SRV Goods Train Arrived MLK station at 10.57hrs and was planned for departure at 11.02hrs with PLCT+T/369-3(b)</li><li>➤ SM/MLK and Pointsman failed to ensure correct setting and padlocking of Point No-17 before</li></ul>	Dy.SS, Pointsman & LP/ALP

		<p>handing over the train passing document to the train crew.</p> <ul style="list-style-type: none"> <li>➤ LP also has failed to ensure PHS.</li> <li>➤ As a result of this, Point No. 17B was trailed through.</li> </ul>	
08.02.2015	Vendodu station of GTL	<ul style="list-style-type: none"> <li>➤ At 21.30 Hours, one Coaching train was given run through signals Via DN Main Line.</li> <li>➤ Subsequent to the run through of the train, the route between DN Mainline and Starter and DN LSS remained locked / held up.</li> <li>➤ Following this train, Train No. 17487 DN Thirumala Express was received on DN loop line setting the point to sand hump.</li> <li>➤ After the arrival of the train on to loop line, Dy.SS could not take 'off' Starter Signal since the mainline route was in locked condition.</li> <li>➤ Hence, he prepared T. 369 (3b) and handed over the authority without ensuring correct setting and clamping of far end point.</li> <li>➤ LP, ALP and the LI who was on footplate noticed the wrong setting of points and stopped the train. They gave all-concerned message.</li> </ul> <p><b><u>The unusual was prevented due to the vigilance of Loco Running Staff.</u></b></p>	Dy.SS & Pointsman
14.11.2015	Tuggali station of GTL	<ul style="list-style-type: none"> <li>➤ Crossing of UP BTPK Goods with T.No.12975 DN Jaipur Express was planned.</li> <li>➤ UP BTPK Goods was admitted on 2<sup>nd</sup> Loop Line at 19.52hrs.</li> <li>➤ On arrival of UP BTPK Goods 15T &amp; 1T Route Locked and 7BT dropped (the rear point zone and upto LSS in the opposite direction in rear of the Goods train).</li> <li>➤ SM/TGL applied COGGN cancellation method to clear route locking of 15T &amp; 1T. But the point zone could not be released.</li> <li>➤ As a result, T. No. 12975 Express was admitted on 1<sup>st</sup> Loop Line by setting point No.7 to Sand Hump.</li> <li>➤ After the arrival of the train on to loop line at 20.15 hours, .DY.SS failed to ensure correct setting and padlocking of point before issuing T.369 (3b) to the crew.</li> <li>➤ SM also arranged PHS from the defective Starter Signal.</li> <li>➤ Hence, <b><u>Point No. 7B was trailed through.</u></b></li> </ul>	Dy.SS & Pointsman

**It is necessary for the SM & Poitnsman to ensure physically that the far end and near end points (A & B) are correctly set, clamped and padlocked before authorising the Loco Crew to pass over the defective point / signal through a written train passing document. SMR/SM in-charge of the station, section TI and other Operating Inspecting Officials to intensify their inspections and counsel the staff under proper acknowledgement. Training Institutes also needs to intensify the subject in training.**

**As per SR 3.38.7.3, whenever motor point fails to respond to the desired operation from the panel, SM shall personally ensure that the cranking of points (both A & B), clamping and padlocking before parting with the train passing document.**

**CHIEF SAFETY OFFICER  
SAFETY ORGANISATION                      SOUTH CENTRAL  
RAILWAY**