

SOUTH CENTRAL RAILWAY

VIGIL

QUARTERLY SAFETY BULLETIN NO.2

JUNE - 2020

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My dear Railway men

- In the first quarter of this financial year 2020-21, there was one consequential train accident, 3 other than consequential train accidents on this Railway when compared to two and 2 respectively in the previous financial year for the same period i.e. April to June.
- Number of indicative accidents has decreased to one when compared to 3 in the 2019-20 first quarter.
- The number of Yard Accidents has decreased from 15 during first quarter of 2019-20 to 12 during first quarter of 2020-21.
- For the month of April, there three derailments and one SPAD case.
- For the month of May, there six derailments and one miscellaneous.
- For the month of June, there 6 derailments and one UMLC accident.

I hope that this booklet which contains important RB letters that are helpful in updating the knowledge of all field Officials, contribute for understanding the details of accidents, test your knowledge with key statistics etc.,

(M.RAVINDRANATH REDDY)
PRINCIPAL CHIEF SAFETY OFFICER

Section "A" KNOWLEDGE
Extracts of Railway Board letters

No.2020/Safety/DM/6114 New Delhi dated 24.04.2020

Sub: Refresher and other safety courses for running category staff.

Ref: This office letter of even number dated 29.03.2020.

As per letter under reference, Refresher and other safety courses for running category staff, due in the month of March and April, 2020 were deferred and were to be covered in courses to be organised from May, 2020 onwards.

Keeping in view the situation of Covid 19, it is likely that the social distancing norms and other measures to contain spread of Covid 19 will remain in force even beyond the extended lockdown period of 03.05.2020. In such a situation, it may be difficult to organise the refresher and other safety courses for running category staff, This may lead to a huge backlog -43f Refresher and other safety courses, which is not desirable.

In view of the above, it has been decided by Board that immediate steps may be taken by the railways to start online refresher and other safety courses for running category staff. Practical portion of the courses that require personal exposure to equipments, tools etc. which may not be possible to cover presently, may be deferred for the time being, or, wherever feasible, organised appropriately keeping the local situation in view. In case the practical portion of the training is deferred, the same may be imparted at the earliest convenient date by organising special batches for such staff. In case of some staff not having the requisite facilities for taking online classes, action as deemed fit to cover such staff may be taken at the zonal level to impart them training.

Efforts may, however, be made to start the regular class room courses at the earliest and ensure that all running staff are given the refresher and other safety courses as per laid down norms. Staff who are already overdue or will be due by 30.04.2020 for such courses, need to be covered in a maximum time period of 2 months i.e. by 30-June-2020. Further any staff falling due in May & June 2020 but not being covered due to any limitations should be covered latest by 31-July-2020.

This issues with the approval of MS, MTR and MT.

(DUMPY GARG)
Executive Director Safety(M)
Railway Board

National Directives for COVID-19 Management

1. Face coverings: Wearing of face cover is compulsory in public places; in workplaces; and during transport.
2. Social distancing: Individuals must maintain a minimum distance of 6 feet (2 gaz ki doori) in public places. Shops will ensure physical distancing among customers and will not allow more than 5 persons at one time.
3. Gatherings: Large public gatherings/ congregations continue to remain prohibited. Marriage related gatherings: Number of guests not to exceed 50. Funeral/ last rites related gatherings : Number of persons not to exceed 20.
4. Spitting in public places will be punishable with fine, as may be prescribed by the State/ UT local authority in accordance with its laws, rules or regulations.
5. Consumption of liquor, pawn, gutka, tobacco etc. in public places is prohibited.

Additional directives for Work Places

6. Work from home (WFH): As far as possible the practice of WFH should be followed.
7. Staggering of work/ business hours will be followed in offices, work places, shops, markets and industrial & commercial establishments.
8. Screening & hygiene: Provision for thermal scanning, hand wash and sanitizer will be made at all entry and exit points and common areas.
9. Frequent sanitization of entire workplace, common facilities and all points which come into human contact e.g. door handles etc., will be ensured, including between shifts.

10. Social distancing: All persons in charge of work places will ensure adequate distance between workers, adequate gaps between shifts, staggering the lunch breaks of staff, etc.

Section “B”

Some important instructions – G.R/S.R. 4.17

4.17 Responsibility of Station Master regarding tail board or tail lamp of passing trains.—

(1) The Station Master shall see that the last vehicle of every train passing through his station is provided with a tail board or tail lamp or such other device in accordance with the provisions of Rule. 4.16.

(2) If a train passes the station without such indication to show that it is complete, the Station Master shall-

(a) immediately advise the station in advance to stop the train to see that the defect is remedied and to advise whether or not the train is complete,

(b) meanwhile withhold the closing of the block section to ensure that no train is allowed to enter the block section from the station in rear, and

(c) unless the station in advance has advised that the train is complete, neither consider the block section in rear as clear nor close it.

(3) Where in a section, a block proving axle counter or continuous track circuiting between block stations and complete track circuiting of station section excluding non-running lines of the receiving station is installed and is functioning and there is a clear indication of clearance of block section as well as complete arrival of the train as per indication given, if a train passes a station without conforming to the provisions of sub-clause (1) above, the Station Master shall still advise the station in advance to stop the train to see that the defect is remedied and he need not withhold closing of block section in rear as prescribed in clause (b) and (c) of sub-rule (2) in such cases.

S.R.4.17.1. For detailed procedure see Block Working Manual.

2. On single line/double line/twin single line/multiple line sections when a Station Master observes that a train has passed without tail lamp/tail board, should send ‘train passed without tail board/tail lamp’ (bell code) signal to station in advance and ‘train divided signal’ to station in rear and shall not close the block section. He shall also take

the following precautions to avoid any possible collision in mid-section.

2.1. Stop all trains from entering the said block section on adjacent line/lines by putting back all dispatch signals to 'on' and/or by showing Stop hand signal and alert the crew by placing detonators.

2.2. Issue a Caution Order to the Loco Pilot and Guard advising the circumstances and to proceed cautiously and be prepared to stop short of any obstruction.

2.3. Advise the Station Master of the station in rear to issue a similar Caution Order to the train which may enter block section on adjacent line/lines from the other end.

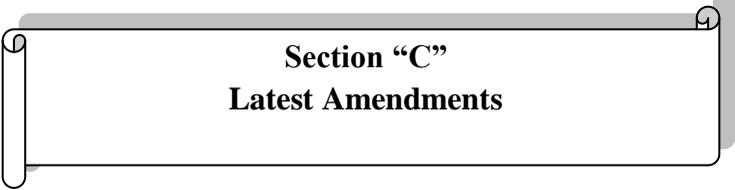
2.4. In case if a train has already entered block section on adjacent line/lines, the Station Master shall—

2.4.1. advise the Gateman in section to stop the train and inform Loco Pilot and Guard of the circumstances and/or

2.4.2. keep IBS, if any at 'on' and advise Loco Pilot of the circumstances when he contacts on IB phone and

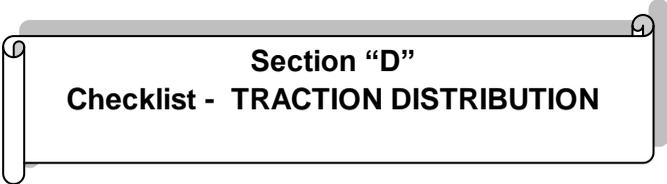
2.4.3. inform TPC in case of electrified section to switch off OHE power supply and advise Loco Pilot of the circumstances when he contacts on emergency phone.

Note: However, at those stations where block proving axle counters or continuous track circuiting between block stations and complete station section, excluding non-running lines of the receiving station, is provided and is functioning and there is a clear indication of clearance of block section as well as complete arrival of train, the divided train bell codes signal i.e. 6 pause 3 need not be given to the station in rear and SM shall not withhold closing of block section in rear, and the precautions mentioned above under 2.1 to 2.4.3 need not be observed



**Section “C”
Latest Amendments**

Nil

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Section "D"
Checklist - TRACTION DISTRIBUTION

Electrical Department

1.0 TRACTION DISTRIBUTION

1.1 STATIONS:

- (i) SWR with latest correction slips.
- (ii) Display of Traction working Diagram and it's correctness at SM's Room and Cabins.
- (iii) Traction Key Board and Key Register for it's proper maintenance and proper entries of Keys taken for isolator operation by Station staff or OHE staff is to be ensured.
- (iv) Knowledge of Traction working of SM/ASM on duty.
- (v) Validity of the Competency Certificate of SM/ASM for isolator operation.
- (vi) i) Operation of CLS panel switches and
ii) availability of A.T. stand by supply.
- (vii) Proper earthing of all metallic structures in the vicinity of the OHE at stations, such as ROB/FOB, Water tanks and Platform shelters etc.
- (viii) Proper connection and availability of structure bonds.
- (ix) Presence of caution and warning boards at either end of platform sheds, at Booking window and on the OHE structure of platform and anti-climbing devices where ATs are provided.
- (x) Check Horizontal clearance minimum of 2.36 m for overline structures from Central line of the track to the face of the structure and vertical clearance of OHE from the bottom most point of ROB/FOB or any other over line structure for a minimum of 0.37 m.
- (xi) Check for any flash marks on the underside of bridge structure.
- (xii) Check that the prescribed height of contact wire is available under overline structure.
- (xiii) Check that smoke screens are properly secured and have adequate clearances from OHE.

- (xiv) No live portion of OHE should be available over platforms. Check the same.
- (xv) Check implantation of masts/portal uptights provided on the platforms. It should be minimum 4.75 m.
- (xvi) Check protective screens on FOB/ROB.
- (xvii) Check respiration charts and first aid box in ASM's Office.
- (xviii) Check E. C. Phone sockets at important locations.
- (xix) Check availability of staff warning boards in the offices of ASM and TXR office etc.,
- (xx) Check whether any person is travelling on the roof of coaches/wagons.
- (xxi) Precautions to be taken in case of emergency:
 - a) When an OHE snaps cordoning of area around the conductors should be imposed.
 - b) Advise the TPC/OHE depot for clearing the OHE obstruction.
 - c) Necessary precautions to be taken by SM/ASM for trains movement.
 - d) Working of TPC phone

1.2 ENROUTE:

- (i) Any obstructions including tree branches in the way of free movement of Pantograph and trains.
- (ii) Tilting of masts especially on high bank and masts with sand core foundations.
- (iii) Check excessive sagging or hogging of contact Wire.
- (iv) Any OHE wires or equipments in hanging position.
- (v) ISOLATORS:
 - i) Check locking arrangements.
 - ii) Correct alignment of blade tip in the fixed pole contact jaw correct matching and alignment of arcing horns.
 - iii) Bird's Nests.
 - iv) Flashed/Damaged Insulators

1.3 LEVEL CROSSING:

- (i) Structural soundness of Height Gauges at level crossings.
- (ii) Check height and gradient of contact wire. (By OHE staff only).
- (iii) Check the road level marking on height gauge and actual road level and clearance of height gauge (Maximum: 4.67 m).
- (iv) Check the availability of 25 KV caution board on the height gauge.

(v) Check the soundness of inter rail bond at LC gate.

(vi) Check the availability of proper earthing of lifting barriers.

1.4 GENERAL:

(i) Electrical shock treatment boards exhibited in every OHE depot, equipment room, switching stations, cabin, Inspection Car Shed, Loco Shed, OHE Inspection Car and Wiring train and also in offices of SM, ASM, CYM, AYM and HTXR.

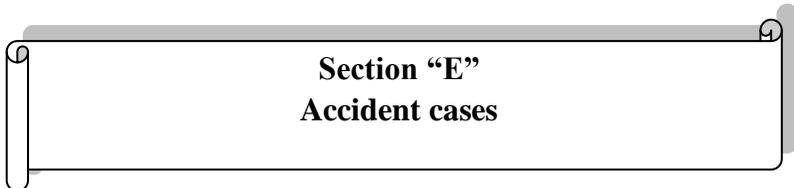
(ii) First Aid Box should be kept at every switching Stations, maintenance depot, in OHE Inspection Car, Break down vehicle and wiring train as well as in Station also.

(iii) Ropes, come-along clamps, tirtor etc., should be tested.

(iv) Ensure earthing before commencement of work for all metallic parts with in the reach.

(v) Each working party shall be protected by at least two independent earthes, one on each side of working party.

(vi) Check availability of restricted clearance boards where the clearance between OHEs of two different E/Sections is less than 2 m.



1. **Brief of the accident** (Derailment): On 01.04.2020 at 23.30 hrs at Nekkonda Private siding of SC division, Train no. BCN/E rake in FCI siding/NKD on line No.3. , While giving placement, one wagon, 11th from rear, rear trolley derailed on plain track, No obstruction to through traffic.

Cause of the Accident: Excess twist in the track. Track maintained by siding authorities.

Responsibility: FCI private siding authorities.

2. **Brief of the accident** (Derailment): On 21.04.2020 at 05.45 hrs at Renigunta station of GTL division, At RU yard, while T. No. CHJD BOXNHL entering into road no. 8, four wagons 19th, 20th,

22nd and 23rd wagons from TE derailed near point no. 25A. No obstruction to through traffic.

Cause of the Accident: Consignment loaded has shifted from its original position and have resulted in sudden derailment.

Responsibility:

Primary: Nil

Secondary: Nil

Blameworthy: The supervisors who have attended the derailment spot not shown any active part in taking Joint Observation Report together. Further, during course of inquiry, it has come to notice that the supervisors are hesitating in supervising and hiding the reasons of derailment. At the accident site supervisors should be proactive and transparent, such that exact cause of derailment may be known and in future such cases may be avoided. Hence, proper guide lines shall be issued in this regard.

3. **Brief of the accident** (Derailment): On 22.04.2020 at 23.50 hrs at JPTN Yard of SC division, while AC LE No. 27740 performing shunting from Road No.2 to Road No.4, Loco front truck front trolley 4 wheels derailed at point No. 107. LP moved his loco without either verbal or written instructions from shunting staff after placement of BCN rake from Goods loop at JPTN yard towards RRPM. No obstruction to through traffic.

Cause of the Accident: LP without either verbal or written instructions from shunting staff drawn his loco ahead on to the open trap point No.107DS without ensuring the point position.

Responsibility:

Primary:

1. Sri. B.Vasu, LP/GOODS/BZA/SC
2. Sri. MD. Muzammil, Sr.ALP/BZA/SC

Secondary: Sri. M. Srikar, Guard/KZJ/SC

4. **Brief of the accident** (SPAD): On 29.04.2020 at Reddigudem station of GNT division, LP of AC Couple LE while approaching

DN Home signal S-20 of REM station failed to stop and passed it at ON and stopped after passing 400Mts approximately.

Cause of the Accident: Late applications of Loco brakes by LP & ALP since crew were in exhausted condition.

Responsibility:

Primary:.

3. Sri. J.L. Narayana, LP/GOODS/GNT

4. Sri. K. Karthik Kasyap, ALP/GNT

Secondary: Nil

Blameworthy:

1. Sri. S. Srinivasa Rao, nominated Loco inspector for not counselling the loco pilot to avoid SPAD.

2. Sri. P. Minor babu, on duty PRC/GNT for not arranging relief crew and over working

3. Sri. AVL Narasimha Rao, CHC on duty Dy.Controller(Goods) for not planning relief when addition movements are involved.

5. **Brief of the accident** (Derailment): On 05.05.20 at 12.45 hrs at KZJ marshalling yard, of SC division, while shunting 8 BEN wagons + 13418 loco from M3 to M2 line for placement via point no.25 & 24 NI point and further Point no.22 interlocked point, movement taken towards SC end from M3 line. While backing onto M2 line 5th wagon from loco ECOR 311206/46892 front trolley travelled on M4 and got derailed. No obstruction to through traffic.

Cause of the Accident: Point No. 24 not set in favour of the movement resulted trail through. point No. 24 and backing over the same.

Responsibility:

Primary:. Sri. Md.Umar, Shunting Master/KZJ and Sri. B.Shanker, PM/KZJ for not correct setting of point no. 24 NI

Secondary: Sri. B.Srinivasa Rao, Sr.shunter/KZJ for ot ensuring the correct setting of point No.24 and performed shunting by seeing shunt signal ahead of Point No.24 which is not protecting Point No.24

6. **Brief of the accident** (Derailment): On 07.05.20 at FCI Private siding CHZ Station of SC division, 42 BCN wagons placed at FCI/CHZ siding at 02.30 hrs for loading of rice on line 3 & 6. Loading completed at 15.00 hrs. At 15.50 hrs siding hamalis hand shunted one BCNL wagon on Line no.3 which was rolled down and derailed at manual trap point no 5 by one trolley 3 wheels.

Cause of the Accident: Siding loading labour hand shunting the wagon to clear the lorry path without securing wagon by wedges/skids leading to rolling down and derailment on open cut point.

Responsibility: FCI siding/CHZ authorities.

7. **Brief of the accident** (Un usual incident): On 08.05.2020 at 05.22 hrs between Badnapur - Karmad stations of NED division While T. No. PNV/BTPNE Goods run an unusual incident occurred in which few persons were run over by the train.

Cause of the Accident: Negligence of persons reportedly sleeping on the railway track.(Error in working by public near Railway line)

Responsibility: No staff

8. **Brief of the accident** (Derailment): On 11.05.2020 at 15.55 hrs at Purna yard of NED division, while performing shunting of Diesel Multi Light Engine (11134+11340) from Platform No.4 to shunting neck-2, leading Loco No. 13134/WDG3A/PA derailed at Point No. 41B..

Cause of the Accident: Shunter failed to work from leading loco towards the direction of traffic and he has poor knowledge of PAU yard. He could not judge the distance before the dead end where he had to stop.

Responsibility:

Primary: Sri. Mahesh Kumar, Sr.ALP/PAU

Secondary : NIL

Blameworthy: Sri. C.Jilani Basha, CLI/PAU

Matters brought to light: Hindi and “English version of SWR were supplied before commissioning of coupling and kept in Dy.SS office for use of all staff. Shunter is working in PAU yard since last 6 months without going through SWR. And without proper understanding lay out and his nominated CLI did not ensure it.

9. **Brief of the accident** (Derailment): On 16.05.2020 at 15.55 hrs at Purna yard of NED division, After taking over charge by LP of MU LE NO.13039+14566 from ART line , moved Loco towards PBN end without ensuring shunt signal (SH-64) aspect and caused the derailment of front trolley of leading Loco No. 13039/WDG3A/PA at Point No. 41B.and travelled at approximately 28.7 meters from shunt signal..

Cause of the Accident: LP failed to observe shunt signal and passed shunt signal at ‘ON’.

Responsibility:

Primary: Sri. Vinary Krishna Singh, GLP/AWB & Sri. Minesh Kumar Mahto, Sr, ALP/AWB

10. **Brief of the accident** (Derailment): On 23.05.2020 at Vanganuru station of GTL division, while DSL Couple LE was being attached to the stable stock of Steel/City BOST, empty wagon next to Train engine derailed..

Cause of the Accident: LP presumed that there is distance between loco and the formation and gave bump before attaching to the formation. LP done shunting from trailing Cab.

Responsibility:

Primary: Sri. Jaya Ramudu, LP/GY and Sri. Y.P.R.Prasad Sr.ALP/GY

Secondary : Sri. Mukesh Mallik, Pointsman/VRN

Blameworthy: Sri. T. Jayaramulu/Goods Guard/GY

11. Brief of the accident (Derailment): On 23.05.2020 at Nagireddipalli of GNT division, a power/traffic block was permitted with a Tower Car at NRDP yard from 15.00 hrs to 16.00 hrs. while giving movement to Tower Car from Track machine siding to second loop. Tower car derailed at Point No.14A.

Cause of the Accident: Tower Car driver had driven from rear cabin and passed without any PHS from pointsman and did not observe the condition of Point No.14A which was in open position,

Responsibility:

Primary: Sri. T. Krishna Kishore, LP/G

Secondary : NIL

Blameworthy

1. Sri. K. Narendra, SM/NRDP
2. Sri. B. Anwar Sing, SSE/TRD/MRGA

12. Brief of the Accident (Derailment): On 01.06.2020 at about 20.05 hrs. at KTPS/BDCR siding of SC division, while pushing back for unloading the formation at tippler, one wagon derailed by leading trolley all wheels at hand operated point no.32. No obstruction to through traffic.

Cause of the accident: Improper setting and clamping of Point No. 32 by Siding authorities.

Responsibility: KTPS/GLE siding authorities

13. Brief of the Accident (Derailment): On 02.06.2020 at about 18.45 hrs. at RJY yard of BZA division, while Steel City BFNS E goods with 43 BFNS and 01 BV rolling into Rd.5, 29th from TE leading trolley and 36th from TE leading trolley derailed at RJY/Yard. No obstruction to through traffic.

Cause of the accident: combination of defects such as deviation in parameters of Rolling stock and Permanent way.

Responsibility:

Primary: NIL

Secondary:

1. Concerned staff art ROH depot, TAA/CKP division /SER

2. Sri. N. Venugopal, Track Maintainer-I, Mate Unit No:1 under SSE/P.Way/RJY

14. Brief of the Accident (Derailment): On 07.06.2020 at about 04.50 hrs. at CSR/MUGUR private siding of SC division, Train No. Godavari 60 BOBR rake supplied to CSR/MUGR at 23.00 hrs on 06.06.20. Loading started at 00.50 hrs on 07.6.20 on Line No.1. While loading BOBR rake, 57th wagon from TE all wheels derailed under 1st line loading bunker. No obstruction to through traffic.

Cause of the accident: Coal heap on the track under the coal loading Bunker which obstructed the wheel movement.

Responsibility: KCHP/SCCL authorities.

15. Brief of the accident (Derailment): On 21.06.2020 at 02.30 hrs at SAIN/NPL Private Siding, of SC division, Train No. CMCN arrived at NPL on R&D line (RD-5) at 23.15 hrs on 19.06.20. The train was stabled at SAIN siding at 00.40 hrs. on 20.06.20, due to another rake unloading at CMCN siding. After clearing of first rake from SAIN siding to CMCN siding during forward movement, 3 BLC wagons 35th, 36th and 37th derailed.

Cause of the accident: Responsibility: Track defect

Responsibility: SAIN/NPL siding authorities

16. Brief of the Accident (Derailment): On 25.06.2020 at about 00.15 hrs. between SDM and TSR stations of BZA division, While T. No. HPOB/BTPN Goods on run between SDM-TNR stations, 5 wagons 44th to 48th from TE derailed and 3 wagons capsized and caught fire on UP Line. Fire was put off by fire brigade at 03.20 Hrs.

Cause of the accident: Slippage of the side slope of the LH side embankment of the UP line and caving in of the side slopes and formation for a length of 25.0 m at Km. 277/25-23.

Responsibility: RVNL

17. Brief of the accident (Derailment): On 26.06.2020 at 19.15 hrs at KOLR yard of SC division, while pushing back BOBYN E rake from new laid 3rd line to up loop line 4th wagon rear trolley 2 wheels and 5th wagons all wheels from BV derailed on 3rd line. No obstruction to through traffic.

Cause of the Accident: Track defect abnormal variation in versine at 02 locations on 3rd line track.

Responsibility:

Primary: Engineering department

18. Brief of the accident (Derailment): On 27.06.2020 at 10.20 hrs at MBCY /YA Pvt. Siding of GTL division, while CLE 152752+70621/WDG4/KZJ coming from MBCY to YA station at KM No. BCCL/1/21 Unmanned LC gate No.3 of siding, one car was hit by the loco and stopped. Seriously injured to 2 person. Both of them taken to private hospital.

.Cause of the Accident: Failure of siding authorities to ensure road signing boards, speed breakers and concrete between road and approach of LC.

Responsibility:

Primary: MBCY siding authorities

Secondary:

1. Sri. Samir Kumar Dwivedi, LP/GOODS/GY
2. Sri. B. Madhu Mahesh, Sr. Goods Guard/GY
3. Sri. D. Venkata sai kiran, ALP/GY

Blameworthy

1. Sri. Mahesh Ravidas, DY.SS/YA
2. Sri. A.G Sreepathi, CLI/GY
3. Sri. D. Narasimha Reddy, TI/HX.

Section "F"
Test Your Knowledge

1. If the speed of the train is increased more than _____ than loco MPS, emergency brake will apply in three phase loco.
2. In three phase loco, constant speed control(CSE) will be deactivated automatically if Bp pressure drops (with or without A-9) more than _____ kg/cm².
3. When LSS becomes defective on Double Line in Automatic block system _____.
4. Motor trolley permit to follow a train/engine/another motor trolley_____
5. Primary suspension used in FIAT BOGIE is _____
6. POH of LHB coach is done in the interval of _____ months.
7. What is CBTC.
8. Maximum range of direct feeding of signals on Double line _____and on single line_____
9. Minimum dept of ballast cushion for all routes in case of all doubling/gauge conversion and new line construction works _____
10. All sand humps of dead end to be inspected by SSE/P.Way(In-charge) and JE/SSE/P.Way (sectional) _____ by rotation.

KEY

1. 10%
2. 0.25
3. **T.369(3b)+CO (10 kmph up to next signal.)**
4. **T/1525**
5. DOUBLE NEST COIL SPRINGS
6. 36 months
7. First ever Communication Based Train Control System to improve headway in suburban section of Kolkata Metro has been commissioned in February
8. 230 meters, 180 meters
9. 350mm
10. Once in a month

Section “G”
Safety drives launched

Month	Details	from	to	No. of days
Apr- 20	Ensuring Safety while executing works adjacent to running lines.	01.04.20	15.04.20	15
May- 20	Prevention of LC Gate 'open' cases	01.05.20	15.05.20	15
Jun- 20	maintenance of Points and Crossings	01.06.20	15.06.20	15
In addition to above safety drives following calendar safety drive was also conducted.				
May- 20	Prevention of Railway track	10.05.20	24.05.20	15
May- 20	Prevention of Yard derailments	15.05.20	29.05.20	15
Jun- 20	Safety of work sites for various works done adjacent to running lines	27.06.20	11.07.20	15

Section “H”
Accident Statistics

- In the first quarter of this financial year 2020-21, there was one consequential train accident, 3 other than consequential train accidents on this Railway when compared to two and 2 respectively in the previous financial year for the same period i.e. April to June.
- Number of indicative accidents has decreased to one when compared to 3 in the 2019-20 first quarter.
- The number of Yard Accidents has decreased from 15 during first quarter of 2019-20 to 12 during first quarter of 2020-21.
- For the month of April, there three derailments and one SPAD case.
- For the month of May, there six derailments and one miscellaneous.
- For the month of June, there 6 derailments and one UMLC accident.
- In regard to the safety performance of Divisions, accidents / unusual incidences in SC-8, BZA – 2, GTL – 3, HYB – Nil, NED – 3, GNT – 2.
