

SOUTH CENTRAL RAILWAY
HEADQUARTERS SAFETY ORGANISATION
BI-MONTHLY SAFETY BULLETIN – JANUARY & FEBRUARY 2021

DETAILS OF ACCIDENTS AND UNUSUALS THAT TOOK PLACE
DURING JANUARY & FEBRUARY 2021

- 1. Brief of the accident** (Derailment-other train accident): On 21.01.2021 at BMMP station of GNT division, Train Number UP ZCT while rolling into loop line 2 of BMMP station, passed starter signal at ON and entered into sand hump and leading loco derailed off the track, and trailing Loco's front 3 pairs of wheels derailed..

Cause of the Accident: LP & ALP of UP ZCT goods train failed to stop the train before starter signal S17 at Danger leading to derailment

Responsibility:

Primary:

 1. Sri. A.Arjuna Rao, LP/SNF
 2. Sri. D. Lokanadham, ALP/SNF

Secondary: Sri. E.Balakrishna, Sr. Goods Guard/SNF

Blameworthy:

 1. Sri. E.Praveen Kumar, CLI/SC
 2. Sri. B.V.S.J Suresh Kumar, CLI/SC

- 2. Brief of the accident** (SPAD): On 23.02.2021 at about 09.25 hrs at KZJ station of SC division, Train No.02592 Exp passed Routing Starter Signal S-19 at E cabin/KZJ in Danger aspect and stopped after travelling at a distance of about 400 meters. Routing Starter signal S-19 was in danger because UP Train No. 02621 Tamilnadu Express was given through signals at Bypass line from WL direction. The 02621 exp. passed Bypass cabin at 06.20 hrs and cleared section to KMTP station at 09.27 hrs.

Cause of the Accident: LP & ALP were not alert before the Routing Starter Signal & failed to ensure stopping train No. 02592 short of the signal.

Responsibility:

Primary:

 1. Sri. M. Pratap,LP/P/SC
 2. Sri. Anuj kumar, Sr.ALP/SC

Secondary: nil

Blameworthy: Nil

Matters brought to light: The LP/ALP were said to be in seeing the speed restriction in caution order issued at KZJ for the section KZJ-BPA while train was on run instead of looking out the signal aspect and repeating the same with each other. ALP completely failed to observe the aspect of Intermediate Routing Starter Signal S-19 which is on RHS and clearly visible from more than 300 meters from his side.

BI-MONTHLY SAFETY AUDIT INSPECTION OF GNT & NLPD STATIONS AND NLPD - NRT SECTION OF GUNTUR DIVISION ON 06.01.2021 & 07.01.2021

1.0 Irregularities noticed in the working of Operating department:

- **GNT Station/ Indoor SS office**
 - Checked SMR night surprise inspection register and found that he has recorded inspection notes but not signed in PN exchange register/TSR/Station diary, etc, not scored any PN at inspection location and not exchanged PN with SCOR. He is conducting night inspections as per schedules, but not covering all the point in his jurisdiction every month.
 - In Station Diary it is found SMR is not certifying S.No.17-20 daily.
 - In Bio-Data register competency certificates of i) Sri L Chiranjeevi, PM, ii) Sri D Ravi Kumar, SHM-I, iii) Sri MD Gouse, Gd. iv) Sri P Sunder Rao, Gd. and v) Sri NSS Rao, Gd. were re-validated, but same was not recorded in the register.
 - As seen in Assurance Register for Rule Books, assurance for WTT was not obtained.
 - Stabled load register on 02.12.2020 WK Spl cancelled on Rd-2 PM and Gd. did not sign in the register. At NLPD end skids are not placed properly.
 - In caution order register there are 3-TSRs between GNT-TEL, 1 TSR between GNT-BZA, 4-TSRs between GNT-HYB in force since long period. It is advised to review these TSRs which are in force for more than 6 months.

- **GUNTUR/South Cabin:**
 - VTO of GNT station is signal post No.S-14 .On duty Dy.SS, Sri P Bhanu Prasad did not know about this. He needs to be counselled.
 - Power block caps 6 numbers are available as per SWR, but they are smaller in size.
 - Accident Manual to be updated.
 - Starter indicators are provided but there is no mention of this facility in the SWR.

2.0 Irregularities noticed in the working of Engineering Department:

- **NLPD — Yard:**
 - Checked PF no.1 clearances- it is found that horizontal clearances are within limits but vertical clearances are beyond' permissible limits which needs rectification at the earliest.
 - Sand Hump on Perecherla end of Rd-1 is not in proper alignment which needs rectification.
 - No land boundary pillars are visible in the yard limits and they should be provided to safe guard the Railway land. Certain locations on Station side on Perecherla end, some Private houses appears to have encroached Railway land which needs to be verified.
 - Between Rd-1 and Rd-2 there was a stone masonry wall lying between tracks needs removal to maintain proper drainage in the yard.
 - The newly laid cross-overs are to be properly packed to get better surfacing before removing the TSRs.
 - The newly laid Points & X-ings are to be painted with all details.
 - Full ballasting and boxing to the profile to be done for all newly laid turnouts.
 - All SEJs are to be laid as per approved LWR plans and reference pillars & details are to be painted
 - All dismantled materials to be removed from the yard and stacked neatly at the nominated places.

- The labour strength available on date is not sufficient to complete the left over works and at this rate it may take more time to remove the TSRs
- **General Observations:**
 - Earth pits provided for signalling installations at different locations are not maintained satisfactorily and the particulars such as Earth resistance, last date of checked ER etc. on the Earth pits/covers are not available in a few cases. There is need to counsel field signalling staff (JE/Signal, ESM, Technicians) in regard to proper method of testing of earth resistance and proper maintenance of Earth pits and insulations to wires / rodding at interlocked LCs.
 - It is seen that Cess in between main lines in the yard is high at many of the locations. Cess is about Rail level at / and even above the Rail level at a few locations. It is very important and necessary to keep the Cess at the original Formation level i.e. at about 60 cm to 70 cm below the top of the rail level, so as to ensure the effective drainage from track and for retentivity of packing and to maintain track parameters within the limits and also to prevent and minimize track circuit failures. Therefore, this work of lowering of cess in between the Lines should be taken up and completed in the entire yard at the earliest duly disposing of the muck away from the yard in low lying area. Drive may be launched to identify such locations of high Cess in all major yards and ensure that the Cess is lowered and brought to the original Formation level.
 - **Points and Crossings with thick web switch:**
At the fish plated joints at toe of CMS crossing and heel of CMS crossing, it is noticed that either ordinary ERCs are provided or the ERCs are driven in reverse direction. Similar situation/defects also seen at BZA division yards. It should be ensured that ERC 'J' clips are provided at these fish plated joints and driven in proper direction. A Drive may be launched by the Division to set right the same at all points and crossings in all the yards.
 - **Major Bridges:**
It is noticed that rail screws provided for guard rail on the approaches of major bridges are either away from the foot of the rail or not holding the rail foot with a clear gap between the lip of the rail screws and the top of the rail foot. This problem is due to Provision of 52 kg guard rails instead of 60 kg guard rails or incorrect drilling of the holes in the PSC sleepers or due to provision of plate screws instead of rail screws. P. Way Engineering Officials should take immediate action to rectify the same over and on the approaches of all major bridges, so that guard rails are held firm with PSC sleepers and serve the intended purpose. This item has got direct bearing on safety and therefore, this should be attended to on top priority.
Longitudinal traction Bonds are provided at the fish plated joints of the guard rails at major girder bridges. The lateral clearance of traction bonds to running rails varying 15mm-40mm. Electrical/TRD officials to ensure provision of the same with minimum clearance of 100mm so as to prevent contact/pressing with wheel flanges of wagons and coaches.

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

- GNT/North Cabin:
 - Relay racks are to be earthed
 - 2 Nos of ceiling fans and AC not working. 5 Nos of tube lights partially illuminating to be rectified.
 - Fire alarm sensors tested and found working.
 - Fire extinguishers may be provided outside the Relay room.
 - SMS alerts generation of data logger found working.
 - In IPS room broken window to be attended, Door to be provided in between IPS Room & Battery Room

- GNT/South Cabin:
 - Relays of 1989/1992 make are available, their replacement to be planned. They may be replaced as per schedule.
 - Fire alarm sensors not available.
 - Fire extinguishers may be provided outside the Relay room.
 - Broken window glass and tiles to be attended.
 - In IPS room fan not working to be attended.

4.0 Irregularities noticed in the working of Electrical Department

• Inspection of GNT Crew Lobby:-

- BA Positive Case register was checked and found there was one case of positive on 08-01-2020. Shri. Sankar Bodati, ALP found positive 12mg/100ml in 1st test but subsequently absconded for 65 mins. He was directed to RH/GNT for blood test. There were no details of action taken till date
There were another 3 cases of Crew found positive in 1st test and negative in 2nd test in 2020.
On 27.08.20. Shri. Y.Murali, SSHT/GNT was found positive while Sign-ON with value of 11mg/100ml in 1st test and 0mg/100 ml in 2nd test with a time gap of 12 mins. between 1st and 2nd test.
On 30.11.20, Shri. V.J.Anand, SGDP/BZA was found positive while Sign-ON with value of 32mg/100ml and in second test 0mg/100ml with a gap of 10 mins between 1st and 2nd test
On 25.12.20. Shri. N.Sowmyasri, SALP/GNT was found positive while Sign-OFF with value of 15mg/100ml in 1st test and 0mg/100 ml in 2nd test with a time gap of 28mins between 1st and 2nd test. Second test to be conducted immediately without waiting and to be witnessed by a CC Camera recording with time and stamp.
- In case a staff is found positive in 1st test and negative in 2nd test, reason for staff found positive in 1st test should be identified and how the result has come negative in 2nd test should be clearly indicated in remarks. The same should be mentioned clearly in the BA positive case register. Power Officers to regularly monitor these aspects.

- Measures to Prevent SPAD such as Bell provided. A board for oath also to be provided near kiosks. Display of 32 points is available but unreadable. Board to be provided at prominent place in bigger font.
- **More than 12 hrs working cases has increased from 7.8 % to 22.7% in last 3 months. This should be monitored and brought down to 0.**

Fortnight	Percentage
Oct'20	7.8
Nov'20	12.4
Dec'20	22.7

- Gradation of LPs is done by CLIs as per Railway Board guidelines. There should be a procedure for cross checking the gradation given to LPs by Power Officers. It is suggested that whenever LP is upgraded from 'C' to 'B' or 'B' to 'A' by CLI, grading booklet (100 attributes) should be cross checked by Power Officers. 10% of up-gradation should be checked by Sr.DEE/Sr.DME and 25% by DEE/ADEE/ADME. Similarly, when LP is downgraded from 'A' to 'B' or 'B' to 'C' weak areas (attributes) of LP should be analyzed by Power Officers and necessary Counselling/training to be given to such LPs to improve the weak areas and refresher course is mandatory and Power Officers should evaluate LPs' improvement after training. A copy of details of review of Gradation is to be available with crew controller.

5.0 Irregularities noticed in the working of Mechanical Department:

• GNT DEPOT

- It is found that at many places, pit lights are not working. There should be sufficient lighting arrangement to check the under gear components especially during night shifts. Joint checking of pit line by SSE/In-charge coaching depot and SSE/Electrical should be carried out periodically to ensure 100% working of pit lights.
- Spare released Coach water tanks and other released items are kept haphazardly, the same to be segregated, useful items to be arranged properly and other items disposed off.
- As lot of newly constructed floor space available. Store and other establishments should be shifted in to the new building and old temporary structures to be removed to improve aesthetic look.
- Quality of cleaning agents to be checked meticulously and ensured that only genuine chemicals are used. Whenever new lot of chemicals are received, joint check to be conducted with OEM representatives to ensure that the chemicals are not from duplicate sources.
- Though GNT division does not have LHB coaches, TXR staff should be trained in trouble shooting to attend pass through trains. Sr.DME/GNT should organise the training to all the train passing staff.

ATTENTION
STATION MASTERS

S.R.5.06.12. All the staff required to take up independent duties at the station shall sign a declaration in the declaration register/staff assurance register to the effect that they have read and understood the SWR and other instructions pertaining to their duties at the station. In the case of illiterate staff, the Station Master shall personally explain the relevant portion of the rules in vernacular language and their duties and obtain their acknowledgements in token of their having understood the instructions. The Station Master shall also certify that they fully understood the relevant instructions.

ATTENTION

LOCO PILOTS / ASISTANT LOCO PILOTS/GUARDS

S.R.5.21.1. "Loose shunting" means vehicles being pushed by an engine and being allowed to run forward unattached. No vehicle shall be loose shunted unless provided with an efficient hand-brake or unless the vehicle is attached to at least another vehicle fitted with an efficient hand brake. A loose shunted vehicle shall be accompanied by a railway servant to pin down the hand brake, when necessary.

ATTENTION S&T staff

Appendix XI, II-6-ii. I- Do's for S&T staff.

12. Ensure staggering of polarity of track circuits.
13. Ensure that cables are meggered once in a year.
14. Check records of Line Clear cancellations, emergency route cancellations, issue of pilot memos, use of emergency crank handles, resetting of axle counters and other emergency counters

ATTENTION Engineering

S.R.15.25.8. Breakdown of Motor Trolley

S.R.15.25.8.1. In the event of complete breakdown of Motor Trolley in the section, the same shall be removed clear off the track and the Station Master of the nearest station advised in writing to clear the section. The token or the line clear ticket, if any, shall also be sent with the memo. The same procedure shall be observed, if for any reason, a Motor Trolley is removed from the track while in the section. Once a Motor Trolley has been removed from the line, it shall not be replaced on the line, unless the line has been blocked for it.