

SOUTH CENTRAL RAILWAY

VIGIL

QUARTERLY SAFETY BULLETIN NO.1

MARCH – 2021

INDEX

Sl. No	Section	Subject	Page No.
1	A	Extracts of RB letters	1 - 4
2	B	Important rules	5 – 7
3	C	Latest amendments	8 – 14
4	D	Checklist– Inspection of station	15 - 29
5	E	Accident cases	30 – 33
6	F	Test your knowledge	34 – 35
7	G	Safety drives	36 – 37
8	H	Accident statistics	38 - 38

My dear Railway men

- There was only one consequential train accident on this railway during the year 2020-21 when compared to 6 accidents in the previous financial year. There were no casualties and injuries in this accident.
- During this quarter i.e. January – March, there is no consequential accident, two other train accidents, one SPAD and one yard accident.
- During the month of January, there was one other train accident..
- For the month of February, there was one SPAD case.
- For the month of March, there was one other train accident and one yard derailment.
- In regard to the safety performance of Divisions, accidents / unusual incidences in SC-1, BZA – 1, GTL – 1, HYB – Nil, NED – Nil, GNT – 1.

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. 2021/M (Safety)/7/10/4/Pt.1 New Delhi-110001, dated 28.01.2021

Sub: Dashing of Road Vehicle with Engine of Train No. 01463 in Bhavnagar division of Western Railway, on 22.11.2020

Ref: CRS/Western Circle Recommendation, vide L.No. T 15030/01/20-21/WC/268/764, Dated 11.12.2020

There was an Accident of Dashing Road vehicle with Engine of Train No. 01463 at Engineering Manned Level Crossing No. 39/C in Rajkot- Somnath Section of Bhavnagar Division of Western Railway on 22.11.2020.

A CRS Inquiry by CRS/Western Circle was ordered in this case and as per the Recommendation No. 7.11 "Timely Movement of ARME to site needs to be ensured, as in present case ARME could not move out with in stipulated time despite being Divisional Head Quarter. Sequence of informing officers by Control in Accident was also not proper & instead of Sr.DOM/DRM, they should inform CMS Sr.DSO first in ARME Movements."

Necessary action may please be taken in this case and it should be ensured that recommendations to be followed strictly in future.

(MANISH JAIN)
Exec. Director Mech. Engg. (Freight)
Railway Board

No. 2020/Elect(TRS)1113/7

New Delhi, dated : 05.02.2021

Sub ; Derailment of Locomotive and 9 coaches of Train No. 18448 Jagdalpur — Bhubaneswar Hirakhand Express at Km. 365/39-36011 of Kuneru yard of Rayagada - Vizianagaram BG electrified double line section of Waltair Division of East Coast Railway at 23:08 hours on 21.01.17

Ref : Safety Dte., Railway Board's note no. 2017/Safety(A&R)/1/7 dated 16.12.2020

In reference to subject accident, CRS/South Central Circle has made following recommendation in his final report:

9.12 Issue of Brake Power Certificate by Authorized officials as per para 3.10.1 of IRCA Rules, Part-IV shall be ensured.

The para 3.10.1 of IRCA Rules, Part-IV stated that All trains shall be examined by the mechanical and electrical train examining staff before dispatch to ensure that all the vehicles are in fit condition and there are no reject-able defects as laid down in the Roles of Chapter IV. A certificate of such fitness shall be given to the Station Master who shall not dispatch the train unless the certificate is received. The level of vacuum / air pressure on engine and brake van gauges and the percentage of operative vacuum cylinders (Rule 2.12.2.2) shall be recorded on brake power certificate and signatures of the Driver and Guard obtained by the Mechanical C & W Supervisor as per procedure laid down by Railways."

Zonal Railways are therefore advised to counsel all the staff concerned to ensure strict compliance of the above rule(s).

(Kishor Viabhav)
Dir, Elect. Engg. (RS)
Railway Board

No. 2018/Elect(TRS)111316 New Delhi, dated : 17.02.2021

Sub : Accident in 12810 UP Howrah-CSMT Mail train between Talni and Dhamanagaon Railway stations at Km 715.375 in Wardha-Badnera Electrified BG double line Section of Nagpur Division of Central Railway at about 17:00 hours on 06.05.18

Ref : Safety Dte's note no. 2018/Safety(A&R)/1/6 dated 05.02.21

In reference to subject accident, CRS/Western Circle, Mumbai has made following recommendations in his final report:

9.1 The error messages being displayed and recorded by the microprocessor of the locomotive should be given due importance by the Shed administration. They should be analyzed and acted upon as done for LP's bookings in the Log Book. The LPs who are not recording such messages in the Log Book should be identified and trained.

9.2 The practice of using one page of Log Book for writing the particulars by more than one LP should be immediately stopped. In this case., four Loco Pilots used only one page to write various parameters of locomotive such as level of transformer oil, position of HOBA switch etc. These items were to be recorded by each LP which was not done.

In view of the above, Zonal Railways are advised to counsel/educate running & maintenance staff accordingly and ensure compliance.

(Kishor Viabhav)
Dir, Elect. Engg. (RS)
Railway Board

No.2021/Safety-I/10/1 (Bd.Meeting) New Delhi, dated 23.02.2021

Sub: Review of work of Safety Directorate.

During a Safety Review in train operations in the Board's meeting held on 11.02.2021, it has been noted that a substantial number (113 Nos.) of yard derailments have been taken place.

It has been directed that all necessary measures should be taken to prevent such derailments. In view of above, it is advised that the inspection and supervision of activities contributing to yard derailments may be stepped up so that avoidable accidents do not take place.

Tej Prakash Agarwal
ED/Safety/Railway Board.

Section “B”

Some important instructions – G.R/S.R. 4.16

4.22. Riding on engine or tender.—

(1) No person other than the engine crew shall be authorised to ride on the engine or tender of a steam locomotive, except in accordance with special instructions.

(2) Except as may be permitted by special instructions, no person other than the engine crew shall be authorised to enter any driving compartment of a single or multiple unit train or a train propelled by electric, diesel or petrol engine.

(3) No unauthorised person shall manipulate any apparatus contained therein.

S.R.4.22. Following persons may travel in the engine provided they are authorised by ‘engine pass’ or orders –

1. Loco Pilot on learning road
2. Guard when no brake-van is provided;
3. Traffic staff carrying out shunting operations;
4. Inspecting officials on duty;
5. Staff specially authorised by DRM or by special instructions.

Note: In any case, there shall not be more than five officials/staff including engine crew at any time on the engine except in emergencies as and when specially required.

4.23. Brake-vans.—

(1) No train shall be allowed to enter a block section, unless one or more brake-vans or hand braked vehicles are attached to it, except in emergency or as provided for under special instructions.

(2) This rule does not apply to railcars, light engine or light engines coupled together.

S.R.4.23.1. No person, except officers of the railway or persons holding brake-van passes or persons specially permitted shall be allowed to travel in the brake-vans. Railway Police Officials may, in cases of emergency, be permitted to travel in the brake-van of goods trains. The number of persons permitted to travel in the brake-van of goods trains, in addition to the Guard, should not exceed 5 (five). However, in emergent cases exception may be made for security staff, police, repair gangs of S&T, medical staff etc. with the prior approval of Sr. DOM of the concerned division.

S.R.4.23.2. During emergencies when it becomes absolutely necessary to run a train without a brake-van, the following precautions should be observed rigidly:

1. The decision to run a train without brake-van will not be taken without specific orders of Sr. DOM/DOM;
2. Running of trains without brake-van is strictly prohibited during total failure of communications.
3. Separate registers shall be maintained in the Control office for this purpose with details of the train viz., dates, train number, from and to station;
4. It shall be ensured that the train is provided with continuous and effective vacuum/air pressure from the engine to the rear most vehicle;
5. In Automatic Block Section, no train must be allowed to follow until the preceding train which has been allowed to run without brake-van has arrived complete at the next reporting station in advance;
6. Guard of the train shall travel in the engine;
7. Last vehicle indicator viz., tail board/tail lamp must be invariably fixed on the last vehicle;

8. Station Master/ASM/CASM/Switchman/Cabinman will ensure that the train is complete by the last vehicle board/lamp;
9. When the train is worked under this system, the station as well as the cabin staff should be particularly alert. When there is a suspicion that the train has not arrived complete, they should draw the attention of the Loco Pilot and Guard by waving a green flag by day or a white light by night up and down vertically as high and low as possible;
10. When a train running without brake-van encounters trouble enroute, the following steps which are normal for train operation are required to be taken by the Guard of a train;
 - i. The Guard along with Assistant Loco Pilot should check complete train for any hose pipe disconnection or leakage etc. The help of C&W staff or Pointsman should be taken when the vacuum/air pressure trouble occurs within the station limits;
 - ii. The Guard should arrange to connect the hosepipe, plug the leakage etc., with the help of Assistant Loco Pilot and start his train after ensuring that the vacuum/air pressure trouble has been fully attended to and the requisite amount of vacuum/air pressure is maintained in the locomotive;
 - iii. The Loco Pilot should regulate the speed of the train depending on the 'feel test' conducted by him in the first block section;

Section “C”
Latest Amendments

**Addendum & Corrigendum Slip (ACS) No. 30 To
Schedule-f, Indian Railways Schedule of Dimensions (BG.)
Revised, 2004**

I. Amendment to Item 1 of Chapter-I, Schedule I: General

Item 1 shall be read as under:

Spacing of track:-

i	For existing works	4265mm
ii	For new works/addition to existing works	5300mm

Note:

- a) See Appendix for extra clearance required on curves.
- b) For spacing of tracks in tunnels, Road Over Bridges/Flyovers, through and semi through girder bridges, see item 13(i).
- c) New/Additional works cover laying of new line and new running loops. Extension of existing line or replacement of points & crossings will not be treated as new work.
- d) OHE mast and Signal post shall not preferably be provided in between tracks. However, under unavoidable circumstances, the clearances mentioned in Para I (ii) above shall be increased by equal to the width of such provisions/

structures/ foundation, as the case may be.

- e) In case of tunnels, ROBS, flyovers, through & semi-through girder bridges, where centre to centre distance lesser than 5300mm between tracks has been provided, lesser centre to centre distance between tracks can be provided on approaches also up to adequate distance to facilitate gradual increase in centre to centre distance up to minimum 5300mm.
- f) Further, in case lesser than 5300mm centre to centre distance between tracks has been provided in the existing station yard, lesser centre to centre distance between tracks can be provided on approaches towards block section also, up to adequate distance to facilitate gradual increase in centre to centre distance up to minimum 5300mm.

II. Amendment to Item 8(iii) of Chapter-I, Schedule I: General

Item 8(iii) shall be read as under

iii	a. Below the rail level up to the formation level of the track on straight and curves up to radius of 875m	2575mm
	b. Below the rail level up to the formation level of the track on curves with radius less than 875m	2725mm

Note:

- a) The required clearances as mentioned under item 8(iii) (a)

and(b)above will be applicable in case of new lines/doubling/electrification.

- b) The various fixtures which are attached to the track like traction bonds etc. And are required to be filled with the rail can be provided and the clearance as mentioned in item 8(iii) (a) & (b) above will not be applicable to these fixtures,
- c) The clearances as mentioned in item no. 8(iii) (a) and (b) above will not be applicable in case of bridges, tunnels & ballast less track (including washable apron).

III. Amendment to Item 1 of Chapter II, Schedule I: Station Yards

1.	Minimum distance centre to centre on straight tracks	
	(i) For existing works	4265mm
	(ii) For new works/addition to existing works	5300mm

- a) See Appendix for 'extra clearance required on curves'.
- b) ** deleted
- c) In case new OHE masts/Signal posts are required to be provided in between tracks under unavoidable circumstances, the clearance maintained in 1(ii) above shall be increased by equal to the width of such provisions/structures/foundations, as the case may be.
- d) For "New Works/additions to existing works such as conversion of existing loop lines into main line, laying of new loop lines and/or shifting of existing lines etc" in the **existing yard**, if the stipulation mentioned in I(ii) and Note (c)above are not likely to be achieved due to existing field

constraints, then minimum horizontal distance from center of track to any structure, as mentioned in Note (c) of Para II (B) of Chapter-II, IRSOD-2004 shall be ensured.

- e) In completely new yard or portion of existing yard, where "New Work" is being done independent of the existing yard, stipulation under 1(ii) above shall be ensured.
- f) In case of tunnels, ROBS, flyovers, through & semi-through girder bridges, where centre to centre distance lesser than 5300mm has been provided, lesser centre to centre distance can be provided on approaches also up to adequate distance upto 5300mm.

IV. Amendment to Item 11 of Chapter-II, Schedule I: Station Yard

Item 11 shall be read as under:

II. Minimum Horizontal Distance from Centre of Track to Any Structure:

A. For existing works:

i. From rail level to 305mm above rail level	1675mm
ii. From 305mm to 3355mm above rail level	2135mm
iii. From 3355mm to 4115mm above rail level	2135mm in decreasing to 1980mm
iv. From 4115 mm to 6250mm above rail level	1600mm
v. Below the rail level and up to the formation level of the track on straight and curves up to radius of 875m	2575mm
vi. Below the rail level and up to the formation level of the track on curves with radius less than 875 m	2725mm

Note:

- a) See Appendix for '_extra clearances required on curves'.
- b) On lines other than main lines or existing main lines where electric traction is not likely to be introduced, the horizontal distance of 1370 mm for height from 411 5mm to 6100 mm above rail level may be allowed to continue.
- c) The various fixtures which are attached to the track like lock bar, point machine, traction bonds, point and signal rodding *etc.* and are required to be fitted with the rail, can be provided and the clearance, as mentioned in item (v) and (vi) above will not be applicable to these items.
- d) In case of electrification works in existing yards, no foundation/mast/signal post/any other structure shall be provided between two tracks. In case **it is inescapable**, the minimum distance of edge of foundation/mast/signal post/any other structure at and above formation level up to rail level from centre of track, shall be 2360mm on straight track & on curve having radius 875m & more and 2510 mm in case of curve having radius less than 875m.
- e) Items (v) and (vi) above shall not be applicable in case of bridges, tunnels, ballast less track (including washable apron).

B. For new works or alteration to existing works

i	From rail level to 305mm above rail level	1905mm
ii	From 305mm to 1065mm above rail level	1905mm increasing to 2360mm
iii	From 1065mm to 3735mm above rail level	2360mm
iv	From 3735mm to 4420mm above rail level	2360mm decreasing to 2135mm
v	From 4420mm to 4610 mm above rail level	2135mm decreasing to 1980mm
vi	From 4610mm to 6250 mm above rail level	1600mm
vii	Below the rail level and up to formation level of the track on straight and curves up to radius of 875m	2575mm
viii	Below the rail level and up to the formation level of the track on curves with radius less than 875m	2725mm

Note:

- a) See Appendix for extra clearances required on curves'.

- b) Items (vii) & (viii) above shall not be applicable in case of bridges, tunnels, ballast less track (including washable apron).
- c) For addition/ alteration to works in existing yard the minimum horizontal distance shall be maintained as 2360mm on straight track and on curve having radius. 875m & more and 2510mm in case of curve having radius less than 875m, if it is difficult to provide prescribed clearances as mentioned in items (vii) and (viii) above due to existing field constraints~
- d) The various fixtures which are attached to the track like traction bonds etc. and are required to be fitted with the rail can be provided and the clearance as mentioned in item (vii) and (viii) above will not be applicable to these fixtures.

Section “D”
Checklist - for inspection of a station

S. No.	Items to be checked
1	GR 3.38 (2) – Reversing the points immediately on arrival of the train – whether the staff are in the habit of doing it or not.
2	EXCHANGE OF ‘ALL-RIGHT’ SIGNALS WITH RUN THROUGH TRAINS – By SM from platform side and by the Pointsman from ‘off’ side. Record maintained by the station staff, if any when any unusual noticed by them.
3	ENSURING COMPLETE ARRIVAL OF TRAIN: <ul style="list-style-type: none"> • Through BPAC indication on the panel or • where BPAC is not available / during its failure, by exchanging PNs with the Guard of the train • Record the same in the Train Signal Register. • For Goods trains without BV / Guard – separate register to be available at the station.
4	SHUNTING ORDER (T.806): <ul style="list-style-type: none"> • Whether the station is exempted from issuing the shunting order by Sr. DOM, check for a copy of the same in the SWR or in the form of a letter.

	<ul style="list-style-type: none"> • If no such exemptions are given, check whether Shunting Order is prepared in triplicate (one for LP, one for Guard and another for station record). • Also notice whether it is a signalled movement or not. • If it is not a signalled movement, whether the staff is locking the points? • Whether the SWRs prescribe any special precautions under Para 8, if so whether the same are known to the staff and followed by them or not? • Whether the staff is aware that permitting back movement over a wrongly set point which was trailed through by the LP/Shunter is prohibited?
5	<p>ESSENTIAL SAFETY EQUIPMENT:</p> <ul style="list-style-type: none"> • Whether available as per SWR • Whether they are in working condition or not • Whether the prescribed equipment is adequate as per station layout or not?
6	<p>LC GATE REGISTER:</p> <ul style="list-style-type: none"> • Whether entries are separately made for UP / DN trains • Whether the PN is exchanged with Gateman of non-interlocked LC Gate? • Cross check the PNs of previous three trains.
7	<p>MONTHLY SAFETY MEETING REGISTER:</p> <ul style="list-style-type: none"> • Whether the acknowledgement of staff is obtained in two parts or not?

	<ul style="list-style-type: none"> • First part for those staff who is physically present on the day of the meeting and second part for those staff who resume duties after leave / sick / absent /another shift. • Ultimately, the acknowledgement shall be 100%. • Another important item to be checked in this is whether the Guards stationed to work at the station are acknowledging it or not.
8	<p>SURPRISE NIGHT INSPECTION BY SM:</p> <ul style="list-style-type: none"> • Whether the schedule of 4 for supervisory and 2 for non-supervisory is followed or not? • Whether there is proper spacing between inspections or not? Whether the PN of SM and name of the SCOR is recorded or not? • Whether any shortfalls / irregularities, if noticed are highlighted in red ink or not? • Whether all the activity centres of the station such as Dy.SS office, Cabins, LC Gate, Goods Yard, Crew Lobby, etc., are covered on a rotation or not?
9	<p>TRAIN SIGNAL REGISTER:</p> <ul style="list-style-type: none"> • Whether the entries are clear and legible • 'Out' / 'In' report is written as per BWM guidelines or not by cross checking the timings with the adjacent stations for at least 3 trains, direction wise • Whether Block Forward / Block Back entries are made in full and in red ink? • Whether the name & designation of the Night

	<p>Patrolman is written in red ink or not (if night patrolling is in force)</p> <ul style="list-style-type: none"> • Whether the SM in-charge of the station is scrutinising the TSR daily or not?
10	<p>ROUTE CANCELLATION REGISTER:</p> <ul style="list-style-type: none"> • Whether reasons are correctly written or not? • If route cancellation is done for a departure signal/s, whether written memo was served to the crew or not? • If route cancellation is done for reception signal, whether any accident was averted, if so details? • Whether the time taken for route cancellation is being recorded or not to analyse the efficacy of timer relay?
11	<p>SWR:</p> <ul style="list-style-type: none"> • Check for the currency • Whether it is in the new format or not • Check whether the layout is tallying with the rule diagram • Alternate power supply like IPS is incorporated or not • Whether any special precautions are prescribed under Para 7 for blocking / stabling of loads. • Whether safety point alarm is provided and incorporated in the SWR. • Whether fire safety alarm is provided and incorporated in the SWR. • Whether the station is situated on a steeper

	<p>gradient (steeper than 1 in 400), if so what special precautions are prescribed and followed by staff, etc.,</p>
12	<p>SWR DECLARATION REGISTER:</p> <ul style="list-style-type: none"> • Cross check the details with the Attendance Register to see whether staff are acknowledging after 15 consecutive days of absence (before taking charge of duties)? • Whether acknowledgement is separately taken for SMs & Pointsmen duly keeping an index with page number. • The acknowledgement register shall be divided in three portions, one for fresh SWR declaration, one for any amendment received to SWR, another portion for such staff who resume duties after 15 consecutive days of absence / staff of outstation.
13	<p>S&T FAILURE REGISTER:</p> <ul style="list-style-type: none"> • Whether all Signal and Telecom failures are getting recorded or not? • In case of block failures, whether failure entry is made at both the stations or not? • Cross check the train passing documents such as T/A 1425 to T/D 1425 & T. 369 (3b) and identify specific shortfalls including individual lapses. • Whenever trains are received on Calling-'on' due to Home Signal failures, whether SMs are entering the Home Signal failure entry in the failure register or not?

	<ul style="list-style-type: none"> • Cross check the failure entries with failure memos issued to S&T Official. • Whether any particular signal or point is repeatedly failing, if so whether S&T Officials are closely monitoring that asset? • Calculate the average failure time for the month to comment on the efficiency and swiftness shown by the S&T Official. • Cross check the Disconnection Register whether the S&T Official has issued Disconnection Notice before attending such gear as per Group 'C' of Appendix XIII of G&SR.
14	<p>ACCIDENT REGISTER:</p> <ul style="list-style-type: none"> • Whether all the accidents and unusuals are entered or not. • Whether complete details of the incident including D&AR action initiated against the staff held responsible are entered in the register or not? • Identify similar type of accidents / unusual taking place on a particular line / point to suggest remedial measures.
15	<p>DISASTER MANAGEMENT DISPLAY BOARD:</p> <ul style="list-style-type: none"> • Whether the board is available or not. • Whether contact telephone numbers including mobile numbers of Medical (Railway and Non-Railway), Civil, Transport, Voluntary Organisations, etc., are displayed

	<p>or not.</p> <ul style="list-style-type: none"> • Whether the SM is making a random check to check the correctness of the telephone number once in a fortnight; and if so, record of the same. • Availability of fire extinguishers and the knowledge of the staff in using the same.
16	<p>STABLED LOAD REGISTER:</p> <ul style="list-style-type: none"> • Whether the entries are properly made in the register as per the pro-forma. • Whether the exchange of PN with SCOR is followed or not, if so the details are written or not. • Whether the validity of BPC is written or not? • Whether the GLP check memo issued or not – if given, the record keeping of the same is correctly maintained or not. • Physically check the stabled load formation and ensure whether the written details are correctly written and followed or not. • Whether coaching rake stabling details are entered in the register or not.
17	<p>STATION DIARY:</p> <ul style="list-style-type: none"> • Whether the SM in-charge is filling up the columns pertaining to him before 1000 hours of the day or not. • Whether all the columns are correctly filled or not.
18	<p>CAUTION ORDER MESSAGE REGISTER:</p>

	<ul style="list-style-type: none"> • Whether brought forwarding is done as per Appendix I of G&SR. • Whether the Serial Numbers are properly maintained or not. • Cross check the details with the Caution Order copy issued to the Crew. • Identify such SRs which are not feasible to obey, for example 75 kmph + stop if required – to address the problem by writing to Engineering Officials. • Similarly, at certain locations we may find cancellation and imposition of caution orders under one and the same message number which is irregular. • Also identify such SRs which are given for two / three block sections instead of giving them individually to one block section. • Whether adequate space is left in between two SRs for interpolating any new additions given on emergency account.
19	<p>BIO-DATA REGISTER:</p> <ul style="list-style-type: none"> • Cross check the entries with the actual BCC / PCC, PME certificates possessed by the employees at the time of inspection. • Whether they are adhering to the instructions of IRMM Para 514, i.e., staff after attaining the age of 45 years are supposed to undergo PME as per their date of birth. • Ensure that RC / PME overdue staff are not utilised in direct train operation.

20	<p>WEATHER WARNING REGISTER:</p> <ul style="list-style-type: none"> • Whether the acknowledgement time and date is correctly written by the Officials who received the message. • Whether the SM is writing the actual weather condition at the time of receipt of the weather warning message? • Whether the beat books are deposited with the SM of the station or not. If available, cross check the entries of TSR & Station Diary with the beat books or vice-versa.
21	<p>RELAY ROOM KEY REGISTER:</p> <ul style="list-style-type: none"> • Check whether proper reasons are written in the register? • Whether all the columns are correctly filled by the station staff? • Whether the name, designation of the employee who is handing over / taking over the key are legibly written. • Calculate the total number of times the key is taken in a month; and the total time the key is out of the box to comment on the unhealthy practices, if any. • Whether the opening of the Relay Room door or EKT is inter connected with the datalogger, if so whether the same is getting registered or not.
22	<p>DISCONNECTION & RECONNECTION NOTICE (T.351):</p> <ul style="list-style-type: none"> • By scrutinising the foils pasted in the register,

	<p>identify such works which involve joint works with Engineering Department. Further look for the remark “joint work with engineering” is passed or not as per SR 3.51.6.</p> <ul style="list-style-type: none"> • Whether the S&T Official is ensuring track ‘fit’ memo / remark from Engineering Official after completing such joint works. • In the course of regular maintenance of block instrument, whether the SM is passing a remark on the face of the Disconnection Notice that ‘no train in block section’ as per Para 5 of Appendix XIII of G&SR.
23	<p>CRANK HANDLE REGISTER:</p> <ul style="list-style-type: none"> • Whether the entries are made by the officials whenever the crank handle is removed. • Whether the chain is properly connected to the EKT housed in the glass cage of SM Office. • Whether the S&T Officials are testing the crank handle working as per the schedule of once in a fortnight by the ESM, once in a month by the JE/Signals and once in three months by the SE/SSE. In the course of testing, whether all the points that are connected to that crank handle are tested on a rotation or not?
24	<p>AXLE COUNTER RESETTING REGISTER:</p> <ul style="list-style-type: none"> • BPAC axle counter resetting, direction-wise details are correctly recorded in the register or not.

	<ul style="list-style-type: none"> • Whenever resetting is done, whether the failure entry is made in the Signal Failure Register or not? • Loop line Axle Counter resetting – whether the co-operation box is kept outside SM Office or not? Whether this failure entry is also made in the Signal Failure Register or not? • IBS Axle Counter resetting – before resetting, whether the SM is aware what precautions are to be taken. Check for the occasions when the same are reset and cross check with the Signal Failure Register entries and TSR.
25	<p>CALLING-‘ON’ ROUTE CANCELLATION REGISTER:</p> <ul style="list-style-type: none"> • Whether the Veeder Counter is separately provided for direction wise or not. If a common one is provided, write to the Signal Department officials to provide the same separately to correctly analyse as to how many times the cancellations (direction-wise) are made and to take corrective remedial action. • Check whether the reason for using the Calling-‘on’ is correctly written by the station staff or not. • If it is used due to Home Signal failure/s – whether Home Signal failure entry is made in the Signal Failure Register or not?

	<ul style="list-style-type: none"> • Whether the S&T Officials schedule is correctly followed or not (by observing the entries in the register).
26	<p>TI INSPECTION REGISTER:</p> <ul style="list-style-type: none"> • Whether the schedule of one per month is followed or not? • Whether he is bringing out irregularities / shortfalls during his inspection, if so what action taken by the SMR / SM in-charge. • If identical shortfalls / irregularities are noticed by the TI – what action taken by the Divisional Administration.
27	<p>OFFICERS INSPECTION REGISTER:</p> <ul style="list-style-type: none"> • Action initiated by the SMR / SM in-charge on the irregularities / shortfalls related to safe operations noticed by the officer/s. • Whether SMR / SM in-charge is putting any effort to get the copy of the inspection report from the division, if not received.
28	<p>STAFF GRADATION REGISTER:</p> <ul style="list-style-type: none"> • Whether gradation is done once in 6 months (January and July) as per board guidelines or not? • Details of marks obtained by the staff are written or not? • By observing the details, identify the weak area of the employee/s and counsel the SMR / SM in-charge and TI of the section to concentrate on those subjects / topics.
29	<p>RUSTY RAIL COLLARS / CAPS:</p>

	<p>Whether the SWR stipulate special instructions regarding the usage of rusty rail collars / caps, especially at those locations such as Coastal Area, Cement Companies, Iron Ore / Coal loading stations; if so whether the staff are following those instructions, i.e., testing the point/s once in 24 hours and keeping a record of the same.</p>
30	<p>AVAILABILITY OF WHEEL CHAIR AND STRETCHER AT A STATION:</p> <ul style="list-style-type: none"> • Whether the wheel chair is available or not? • If so, whether there is a display board to that effect or not? • Whether the wheel chair is in good condition or not? • Similarly, whether there is stretcher under the control of SM, if so its condition.
31	<p>PLCT WORKING:</p> <ul style="list-style-type: none"> • During PLCT working, whether the failure entry is made at both the stations of block section made or not? • If the failure is continued for more than one hour, whether the S&T Supervisor is attending the station or not, if 'yes' relevant record is maintained or not? • If the failure time is more than 3 hours, the section TI or SMR of the station is supposed to visit the station to oversee the safe working of PLCT , whether they are aware of it, if 'yes' whether any record is maintained or not?

	<ul style="list-style-type: none"> • If the failure time is more than 24 hours, whether SR of 30 KMPH is imposed or not? • Whether the SCOR is adhering to the laid down instructions of not arranging crossing on single line, not arranging precedence on single / double line sections.
32	<p>GLP (GDR) CHECK:</p> <ul style="list-style-type: none"> • Whether the GLP Check is effectively done or not? • Whether the GLP is checking the formation as per joint procedure order? • Whether the GLP check memo is prepared in triplicate or not, to be cross checked with the stabled load register. • Whether the staff aware of the new instructions, i.e., when the Goods train is without Guard; LP is responsible for the entire check and SM has to depute one Pointsman to assist the LP. And additional time of 30 minutes, i.e., 30+30 minutes is permitted.
33	<p>AVAILABILITY OF BV EQUIPMENT:</p> <ul style="list-style-type: none"> • Whether the loading, locking and sealing of full complement of BV Equipment in all the SLRs of the formation are done or not? • Whether the spare 'OTL' is provided or not? • Whether the display sticker is pasted or not? • Whether there is lighting provision with control switch outside the cabinet in which BV Equipment is loaded?

34	LINE BLOCK Cross check with fit certificate, authorities, caution order given for units if any
35	ANY OTHER OBSERVATION

Section “E” Accident cases

- 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
- 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.

- 3. Brief of the accident (Derailment):** On 09.03.2021 at TPTY yard of GTL division, while backing empty rake of Train No.02763 from pit line No. 3 to shunting neck, Diesel Loco got derailed at 16.38 hrs on Point No. 158B(newly laid point), shunting neck of TPTY Yard.

Cause of the Accident: insufficient of ballast and cushion underneath the new laid track, while loco entering that place cause derailment.

Responsibility:

Primary: Sri. J.Mallikarjuna Reddy SSE/P.Way/C/TPTY

Secondary: nil

Blameworthy: Nil

Matters brought to light: nil

4. **Brief of the accident (Derailment):** On 28.03.2021, at MBD station of BZA division, Train No.VPMS/N/L goods with 58+1, while entering MBD loop line third vehicle No. ECR BOXNHL 22101168649 from TE leading trolley all the wheels derailed towards left at KM 441/22-24 due to uneven load in the vehicle.

Cause of the Accident: uneven loading of Iron ore in right side of wagon towards VSKP side and led to float left side wheels of leading trolley and derailed towards left/

Responsibility:

Primary: Consignor M/s Victory minerals Pvt. Ltd./Jabalpur

Secondary:

CGSR/GSPR for not concentrating on cross check of manual levelling of the load in wagons after completion of loading by the consignor/

Matters brought to light:

1. it is noticed that loading of iron ore is done by JCBs and levelling/adjusting of load is done manually by M/s. Victory Minerals Pert Ltd/Jabalpur i.e., consignor. There is no system of checking of all the vehicles after levelling, except at random, which has resulted in leaving the vehicles without levelling manually after completion of loading by JCBs.
2. No relevant registers of levelling/adjustment of loaded wagons is maintained by CGSR/GSPR.
3. There is no specified percentage of cross checks to be carried out on the loading of vehicles and amount of penalty to be raised against the party.

4. Whenever vehicles are detected excess weight than the permitted weight in the EIMWBs, same are being allowed after adjustment of loads Without further reweighment.
5. In spite of instructions regarding logging of kilometers in CC rakes BPC by GLP the same is not done correctly even in this case. There is no systematic analyzing and fixation of the concerned.
6. There is no proper system for cross checking of the load adjusted/levelled wagons correctly by watching (from the top) either manually or through CCTV surveillance.
7. CGSR stated that he is not aware of the repercussions. if vehicles allowed with overload/uneven load. This might create a situation of taking light in regard to uneven load leading to this incident.

Section “F”
Test Your Knowledge

1. Whenever a train is stopped on a gradient for any reason like accident, loco failure, OHE supply failures etc., it is essential and important to apply the _____ and _____ brakes.
2. When a train is stopped on grade steeper than 1 in 150 for more than 15 minutes, on goods trains hand brakes of atleast 1/3rd of wagons or _____ wagons behind the engine and _____ wagons inside the brake van whichever is more shall be pinned down.
3. While energising 3 phase loco, if UBA meter is showing ‘0’ and corridor lights also not glowing, check MCB No. _____
4. In 3 phase loco for charging of BP pressure _____ COC to be kept open.
5. Train Road Vehicles (TVUs) bullock carts, tongas being considered as _____ unit and motorised two wheelers being considered as _____ unit for the purpose of LC gate census.
6. One speed breaker should be provided on either approaches of LCs at a distance of about _____ M from the gate post.
7. Double line Block instrument Polarised Relay resistance and current
8. Number of position for Double line Block Instrument.
9. SS-2 maintenance schedule periodicity for LHB coaches is
10. Function of Automatic twist lock in BLC wagons

KEY

1. Train(A9), Loco(SA9)
2. 10, 5
3. 112
4. 70
5. Half, 0.25
6. 20
7. 77 ohms, 25 m.a
8. 3, line clear, line closed and train on line.
9. 36 months
10. to lock and unlock container on BLC wagon

Section “G”
Safety drives launched

Month	Details	from	to	No. of days
Jan-21	Ensuring safety while executing works adjacent to running lines	05.01.21	19.01.21	15
Jan-21	Winter season precautions to prevent accidents	21.01.21	19.02.21	30
Feb-21	Maintenance of track and points & crossings in yards as well as strict observance of rules in shunting	09.02.21	10.03.21	30
Mar-21	To prevent cases of fire in trains	16.03.21	14.04.21	30
Mar-21	Dry vegetation, debris surrounding station, IBS hut, relay room, locations boxes and signals	22.03.21	05.04.21	15

Mar-21	Precautions to be taken while backing the train	23.03.21	08.04.21	15
Mar-21	Rolling down of locomotive	23.03.21	06.04.21	15
Mar-21	Against smoking and carriage of inflammable material through rail	22.03.21	30.04.21	40
In addition to above safety drives following calendar safety drive was also conducted.				
Jan – 21	Ensuring Safety while executing works adjacent to running lines.	01.01.21	15.01.21	15
Feb – 21	Maintenance of Points and Crossings	01.02.21	15.02.21	15
Mar - 21	Prevention of LC Gate 'open' cases	01.03.21	15.03.21	15

Section “H” Accident Statistics

- There was only one consequential train accident on this railway during the year 2020-21 when compared to 6 accidents in the previous financial year. There were no casualties and injuries in this accident.
- During this quarter i.e. January – March, there is no consequential accident, two other train accident, one SPAD and one yard accident.
- During the month of January, there was one other train accident..
- For the month of February, there was one SPAD case.
- For the month of March, there was one other train accident and one yard derailment.
- In regard to the safety performance of Divisions, accidents / unusual incidences in SC-1, BZA – 1, GTL – 1, HYB – Nil, NED –Nil, GNT – 1.
