

**SOUTH CENTRAL RAILWAY
HEADQUARTERS SAFETY ORGANISATION
BI-MONTHLY SAFETY BULLETIN – JANUARY & FEBRUARY 2022**

**DETAILS OF ACCIDENTS AND UNUSUALS THAT OCCURED
DURING JANUARY & FEBRUARY 2022**

1. **Brief of the accident (Derailment):** On 08.01.2022, at GNT station (siding) of GNT division, after Palnadu express was pulled from old pit line to Road-6, two general coaches along with Loco was detached and shunt movement was given to top point i.e. to clear of Shunt signal No.2. After taking shunt signal No.2 while pushing back to old ART siding, shunting staff and shunter who were not observed the approach shunt signal No-3 and passed Shunt signal No.3 at ON position and also point No.8 trap is in open condition resulted into derailment.

Cause of the Accident: due to passing of shunt signal No.3 at ON position while point no.8W trap point was in open condition. Inquiry committee concluded that there is lack of co-ordination between shunting staff of both pointsman and Shunter. Derailment took place due to negligence of two shunting staff and pointsman. Shunter fully depended on verbal instructions without ensuring the approaching shunt signal no.3 as per physically even though he can able to see the signal.

Responsibility:

Primary:

1. Pointsman/GNT
2. Pointsman/GNT
3. Shunter/GNT

Secondary: nil

Blameworthy: nil

Matters brought to light:

1. Senior most shunting staff not available in rear of shunting rake.
2. Communication through mobile phone was used instead of physical hand signal/walkie talkie which is to be avoided.

Suggestions and Recommendations:

Walkie-talkie are to be supplied to shunting staff and shunter as precautionary.

BI-MONTHLY SAFETY AUDIT INSPECTION OF GUNTAKAL & GOOTY STATIONS AND GTL – GY SECTION OF GUNTAKAL DIVISION ON 10.01.2022 & 11.01.2022

S.No.	OBSERVATIONS
1	OPERATING
	GTL Junction
1.1	SMR Office and Dy.SS/Platform
1.1.1	Bi-monthly safety bulletins for September and October are not available in the station. Divisional safety organisation is advised to share the uploaded safety literature information in the SCR safety website with all Supervisors and ensure that all stations and other establishments to download it and keep in the stations and other establishments.
1.1.2	On 23.12.21 KSNK goods was stabled on Road No. 8 at 1545 hrs. As per stabled load Register, hand brakes of 6+6 wagons applied but hand brake of Brake-van not applied which is deviation to para 7.7 of SWR/GTL.
1.1.3	Accident Register: On 09.10.2018 at 17.50 hrs, 5 wagons of Train no. JSWT had derailed on point no. 82B after starting from Rd. no.1. i. Reasons/Findings were not mentioned. ii. Commercial Supervisor of PKPK was held responsible. Inquiry file was sent to Sr.DCM/BZA for taking necessary action. There is no action taken report yet.
1.2	South Cabin
1.2.1	Fortnight testing schedules for signals, points and track circuit are not carried out by ESM/Technician. Smt Rama Thulasi, SM and Smt Shaik Ammeena, Pointswoman were on duty. They were possessing valid competency certificates of Refresher course, PME and Electrical Isolator. They are not properly counselled to operate the electrical isolation and also where it is available/ provided in practically. TI & SSE/Sig to counsel them on this aspect and station staff at other stations.
2	S&T
2.1	Bypass Cabin
2.1.1	SM on duty is not conversant with crank handle grouping and emergency extraction of the same. And also it is noticed that no mock drill of emergency crank handle extraction and testing of points has been done till now. Proper tools are also not available for opening the seal during extraction of crank handle.
2.1.2	On Crank handle box no.3, point no.13 to be painted properly.
2.1.3	Extracted crank no.2 pertaining to point no. 7 and taken to conflicting Point 8 at site. Same did not enter. However the Crank Handle and Key covers on the point machine were very hard to lift due to painting and jamming of hinges, The same should be checked for all points and ensure free and smooth lifting for use by operating staff
2.2	North Cabin
2.2.1	SM on duty: S.Damodhar. SM was asked about the indications on IPS monitoring panel and SM was not conversant with the same. Needs to be counselled.
2.2.2	Some LEDs are not glowing on CLS panel. Names near the indications of corresponding supplies to be clearly mentioned
2.2.3	At location no. N-30, MF earth cable is exposed and earth pit was not visible. Same

	to be attended.
2.2.4	Garbage is being littered near point no.72, which may lead to any incidence of fire by miscreants. Same should be cleared and cleaning staff to be counselled.
2.2.5	TLJB of 69TF(J) and 70TF to be lifted since almost buried in Ballast
2.2.6	Implantation of signal no.S-31 between Rd 8 & 9 is measured as 2.24(LH) & 2.18(RH). Marking to be applied to indicate infringement of signal.
2.3	South Cabin
2.3.1	Box SL-25(75WCR) is below surrounding ground level. Water drainage near the location may be improved by making an opening in the wall to adjoining drain
2.3.2	Both SSDAC are working on quad cable between GTL-TIM. Suitable equipment may be provided duly utilizing the OFC cable which is already laid by RVNL during RE modification work.
3.0	GTL-ENGINEERING
3.1	There are 69 Non Interlocked gates in GTL division out of which 20 NI gates are with normal position 'closed to road traffic'. Division should examine the same and process to change normal position of these gates from 'Closed to road traffic' to 'Open to road traffic' duly following the procedure and the conditions as laid down item no. 9(a) of Annexure 9/1 of IRPWM- June'2020 duly obtaining approval of DRM, PCE & PCOM.
3.2	At GTL, GY station yards under/over driven ERCs need to be driven properly. Some of seized / broken ERCs are to be removed / replaced. Missing MS/GFN liners to be recouped. 'J' type ERCs to be provided at prescribed locations (GJ, fish plate joints).
3.3	<p>c) About 40 Nos. of abrasive rail cutting discs are available in the stores manufactured in Oct. 2018. The shelf life of the same may be ascertained and this may be used early within the shelf life period. The discs which are very old and if expired shelf life, may be disposed off.</p> <p>f) AT welding portions of 60kg-ITC-250Nos, ITC-52kg-42Nos, are stocked in store depot in scattered position without proper securing from moisture. These should be stored in a box not to expose by moisture as per guidelines on AT welding manual i.e <i>Portions should be stored in a secure, non-combustible building. While it is preferable that they should be stored separately, they may be stored with other non inflammable materials, such as equipment and small tools, mould, luting sand in sealed bags, etc. In which case ideally they should be segregated. The store should be dry with ventilation to prevent excess humidity or dampness, and should be designated as a non-smoking area, with no naked flames. Portions must not be stored in the same building as explosive or flammable items (e.g. Fuel, fuel gases, and igniters). The sealed boxes must not be opened until immediately prior to use.</i></p>
4.0	ELECTRICAL
4.1	<u>CREW BOOKING LOBBY/GTL</u>
4.1.1	There are 15 staff in alcoholic prone list. List was issued on 18.05.21 and there are names of two running staff who retired from service and one transferred to other Railway on IRRT. List of alcoholic prone running staff needs to be updated. List to be given to all lobbies where crew works in division as well as other Division/Railways.
4.1.2	Average PDD of the depot is 84 minutes. This should be reduced.
4.1.3	9 hours implementation of crew needs to be improved.

		Month	Percentage	
		Oct'21	71.1	
		Nov'21	69.3	
		Dec'21	68.7	
4.1.4	There are 14% cases of crew worked more than 12 hrs in the month of December, 2021. It has increased from 12 % in the month of October to 14 % in December. This should be brought down to 0.			
		Month	Percentage	
		Oct'21	12.2	
		Nov'21	12.8	
		Dec'21	14.0	
4.1.5	Booking of Crew in "Fetch as per rule" in CMS needs to be improved. It has decreased from 98.1 % in Oct' 21 to 97.3 % in December' 21.			
		Month	Fetch As Per Rule percentage	
		Oct'21	98.1	
		Nov'21	97.7	
		Dec'21	97.3	
5.0	MECHANICAL			
5.1	ART			
5.1.1	ART/GTL/GENERAL			
	<p>a) Remote control of ART/MRV siren provision not available at Guntakal Control office. As per Railway Board Letter No.2010/Safety/(DM)/6/23 New Delhi dated 16.09.2013 advised that system of sounding Hotter from Control Office should be implemented in all Divisional Control Offices in Indian Railways.</p> <p>b) Monthly pit examination of MRV and ART is not being carried sighting Operational constraints. This is not acceptable. Milk siding pit line should be utilized for examination of wagons and coaches if movement to TPTY is not possible.</p>			
5.1.2	ART/GTL/Engineering:			
	<p>a) Released second class Rails of 52kg – 80Nos are loaded on BFR, end holes are not provided on both ends. These rails provided for track restoration at accident locations. The purpose of providing rails without holes is not served in emergency. It is advised to provide with two far end holes of each rail.</p> <p>b) ST sleepers – 500Nos are provided. Corroded sleepers need to be replaced with good one.</p> <p>c) As per the scale check, ART is having 500 nos. of steel sleepers and 80 nos. of 12mtrs/11mtrs 52 kg. rails. The modified loose jaws of 1200 nos. only are available for 500 nos. of sleepers, whereas the requirement of loose jaws is minimum 2000 nos. As such, the minimum quantity of modified loose jaws to be kept in ART shall be 2000 + 10%. As per scale check the no. of loose jaws is shown as 1000 nos. only. Scale check also needs to be modified by HQrs.</p>			

ATTENTION

STATION MASTERS

S.R.5.14.1. At stations where separate shunting staff are employed, they shall attend to all shunting operations. At all other stations, shunting operations shall be supervised personally by the Guard of the train, under the orders of Station Master.

S.R.5.14.2. In case it is necessary to shunt a train from one line to another across the main line, the Guard shall travel in his brake-van and such shunting shall be conducted only under the supervision of Station Master. t.

ATTENTION

LOCO PILOTS / ASISTANT LOCO PILOTS/GUARDS

Protection of trains stopped between stations.— (1) When a train is stopped between stations on account of accident, failure, obstruction or other exceptional cause and the Loco Pilot finds that his train cannot proceed, he shall apprise the Guard of the fact by sounding the prescribed code of whistle, or through walkie-talkie or other means and exchange hand danger signals with him. Then the Guard shall immediately exhibit a hand danger signal towards the rear and check up that the tail board or tail light is correctly exhibited and switch on flasher light if provided in the rear of his brake-van. The Guard and Loco Pilot shall then immediately take the following action in the rear and the front:-

ATTENTION Engineering

S.R. 15.26.1. Working of Trolleys without block protection:— 15.26.1.1. On sections other than those mentioned in SR 15.26.2.1 during day, in clear weather, Trolleys may be worked on the sole responsibility of the official in-charge. He shall, however, notify the Station Master of the station at which the Trolley will be put on line, the block section he is going to enter and the probable time at which he will clear section. He will also ascertain from the Station Master the particulars of the trains that he is likely to encounter on the section. The official in charge shall protect the Trolley in accordance with the procedure laid down in clauses 1.2 to 1.7 when the view ahead and/or rear is not clear for a distance of at least 800 metres in the direction from which trains will approach.