

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/06/2022

Fly Leaf No. 06/2022

Attention..... ALL CONCERNED

MONSOON PRECAUTIONS

CENTRAL CONTROL/RAILNILAYAM

- a. The CHC/Central Control on receipt of the weather/cyclone warning telegram shall arrange to give a copy of the same to Engineering Control, TPC, TLC, Security Control, Commercial Control, Electrical Control, Test Room and Divisional Control concerned. **Further, it is the responsibility of these controls to inform the Officers, Supervisors and all concerned pertaining to their departments for taking necessary steps to be in readiness for meeting any eventualities.**
- b. A record shall be maintained about the name, designation and time of delivery of the message.

DIVISIONAL CONTROL

- a. The CHC/Divisional Control, on receipt of the weather/cyclone warning telegram shall arrange to give a copy of the same to Engineering Control, TPC, TLC, Security Control, Commercial Control, Electrical Control, Test Room and Divisional Control concerned. **Further, it is the responsibility of these controls to inform the Officers, Supervisors and all concerned pertaining to their departments for taking necessary steps to be in readiness for meeting any eventualities.**
- b. The SCOR/s shall repeat the message verbatim to the SMs of all stations and record the name of the SM and time of acknowledgement in the nominated register.

ACTION BY SSE / P.Way:

1. The Patrol Book shall be serially numbered and handed over to the SM.
2. The Patrol book shall contain the vulnerable locations and bridges which shall attract special watch. Copy of Patrol chart signed by Sr.DEN/DEN should also be exhibited in the station.
3. Ensure that as far as possible that those Patrolmen who are provided with quarters are selected for patrolling.
4. Also, ensure that another Trackman is arranged if the nominated Patrolman does not turn up for patrolling for any reason.
5. Ensure that equipment, protective clothing and consumables are procured.
6. Check the equipment of Patrolman once a fortnight as per the list given in Para 3 of Appendix IV of G&SR; and inspect the track by proceeding on trolley.
7. ADENs / DENs / Sr. DENs to conduct frequent inspections as per Table 1 A (Para 103) of IRPWM & Lr. No.219/CE-II/TK/ROI of date 23-12-2020.

ACTION BY THE GANG MATE:

1. During the fair season, the Gangmate should on his own accord depute two reliable Gangmen with equipment for patrolling the block section on either side and for alerting the intermediate Gangmates.
2. During monsoon period, the Gangmate of the station/yard gang should send two Gangmen in opposite directions to alert intermediate Gangmates, Patrolmen and Watchmen.

ACTION BY TRACTION POWER CONTROLLER: The TPC shall always be in a state of readiness to take quick and prompt action to tackle the situation. He will keep continuous liaison with the field officials, headquarters Officers, apart from the neighbouring divisions, for seeking help as the circumstances warrant.

- i) The AEEs will be in their respective headquarters. Their further movements depending upon the damages caused to OHE/PSI installations due to cyclone will be guided by Sr.DEE/Tr.D.
- ii) All Senior Supervisors and Officers of the Tr.D branch should also keep the TPC informed of their movements. These instructions also apply to other key personnel.

ACTION BY OHE/PSI DEPOT IN-CHARGE: The OHE/PSI depot in-charge on receipt of weather/cyclone warning shall be in a state of readiness to meet any emergency for arranging emergency staff to be vigilant and be available in headquarters. They shall be in readiness to move at a short notice.

Break Down vehicles i.e. Tower Car, Wiring Train, Lorries and all break down tools, shackle and ladders, generator set, portable flood lights etc., shall be kept ready for movement at any instant. OHE material like conductors, insulators, fittings shall be kept ready.

STATION MASTERS

- On receipt of Weather Warning message from the SCOR, ensure the same is advised to ADENs, SSE/JE-P.Way, SSE (Works), ADEE/TRD, SSE/OHE/PSI either telephonically or through a messenger under clear acknowledgement with date & time. The same shall be recorded/pasted in the prescribed Weather Warning Register.
- When the weather warning message / cyclone forecast, storm and strong wind has been received **and / or** there is a reasonable doubt that severe storm is going to break out endangering the safety of passengers, the SM in consultation with the Guard and LP **regulate the train and refuse granting line clear** for trains till storm abates and he considers safe for the movement of trains.
- Make red ink entries in TSR & Station Diary about the name, designation and time of departure/arrival of the night Patrolman. Intimate the SCOR about its details.
- If, for any reason the Night Patrolman has not returned from the block section as per his beat chart, wait for 15 minutes and issue emergency Caution Order to all trains to observe an SR of max. 40 KMPH.
- At frequent intervals, check the essential equipment of the Night Patrolman as per the list given under Para 3 of Appendix IV of G&SR.
- Do not sign the beat book in advance and do not make all entries after the completion of the night.
- At stations where Anemometers are installed when indicating wind velocity higher than the danger level, they shall;
 - ✓ Inform the SCOR and the SM at the other end immediately to control the movement of trains.
 - ✓ Not to start or allow the movement of trains through his station and also not grant Line Clear for trains.
 - ✓ Resume normal working in consultation with SCOR and SM of adjacent station when the wind velocity recedes below the danger level.

LOCO-PILOTS

- a. If the train is caught in the cyclone, storm or strong wind, and it is opined by the Loco-Pilot that it is likely to effect the safety of passengers and train, shall **stop the train at a convenient place** duly taking care not to stop on bridges, sharp curves, etc.,
- b. Train crew (LP, ALP & GD) with the co-operation of passengers, keep the doors and windows of all coaches and allow the winds to pass through the same.
- c. Re-start the train only after the storm and strong winds are abated.
- d. In electrified territory, during cyclones / hurricanes / strong winds, shall keep a watch on the pantograph of his own loco as well as passing trains and report any abnormality to TPC / TLC and take all possible efforts to minimise damages to Pantograph.

- e. When emergency Caution Order of 40 KMPH is issued by the SM when the Night Patrolman has not returned from the block section, **exercise utmost caution and be on the lookout for any unsafe condition observed/reported to stop the train.**
- f. Do whistle on approaches to level crossings, bridges, curves, vulnerable locations and also while backing the train from block section for any unavoidable reason.
- g. Ensure the sanders are filled with sand and they are in working condition while taking over charge of the loco to avoid stalling.

Special precautions when water level rises:—

The following precautions shall be observed, in each case trains being stopped dead and allowed to proceed at a speed not exceeding 8 KMPH.

- a. If water rises over the ballast level but is below rail level, the track should be walked over by two men abreast one at either end of the sleepers before each train and only if the track has not been disturbed, should the train be allowed over the track.
- b. When water overtops the rail, the PWI should certify by walking over and probing that the track is safe.

Message shall be sent by the SSE/P.Way to the ADEN and DEN when water rises above ballast level and again when it subsides. This should be followed up with special reports.

Records of all such occurrences should be entered in the SSE/P.Way's section register

Flood Warning:

- a. FLOOD WARNING INDICATOR: Flood warning devices have been installed on trail basis at some of the bridges. Two types of devices are installed as follows:
 - a) **GSM based device:**
 - b) **VHF based device:**
 - i. Once the flood water level reaches the danger mark, the device sends an audio-visual indication (by giving beep sound) to the Station Master room and activates the signals installed at the bridge approach into 'ON' position.
 - ii. The Loco Pilot and Assistant Loco pilot of the approaching train should stop the train at the signals in 'ON' position. He shall restart his train only after getting clearance from the concerned SE/JE/P.Way at the site.

Station Master and concerned staff shall take the following action:

- i. Once the Station Master receives the message from the flood warning device, he should stop immediately the approaching train and inform adjacent Station Masters and concerned JE/SE/SSE/P.Way to take precautionary measures till such time he gets clearance from JE/SE/SSE/P.Way for safe passage of trains.
- ii. As soon as SE/JE P.way receives the message, he should visit the site and assess the situation and regulate the traffic. He should post temporary Watchmen until the flood water recedes. He should inform the adjacent Station Master regarding the condition of flood and whether train movement can take place or not

Danger to track and bridges due to Railway Affecting Tanks

- a. As soon as message is received from State Govt. Officials i.e. from Village Servant / Village Assistant, Panchayat Secretaries / Assistant Panchayat Secretaries or any other general public by Station Master and officials concerned regarding the endangering of Railway Affecting Tank, the following action should be taken:
- b. The Station Master on receipt of information regarding the danger to track or bridge due to RAT should stop immediately the approaching train and inform the concerned SE/JE P.Way and the adjacent Station Master for necessary action
- c. b) The sectional JE/SE P.Way in-charge should immediately proceed to the site and assess the situation and post a stationary Watchman until the flood recedes. He should inform the adjacent Station Master regarding the condition of flood and whether train movement can take place or not.

BLOCK SECTIONS IDENTIFIED FOR REGULAR MONSOON PATROLLING IN THE YEAR 2022-23 ALONG WITH PERIOD OF PATROLLING SECTION

S No	Section	Block sections	Normal period of regular monsoon patrolling.
SECUNDERABAD DIVISION			
1	BALHARSHAH – KAZIPET	Ballarsha – Kazipet	15.06.2022 to 15.10.2022
2	KAZIPET – KONDAPALLI	Kazipet – Kondapalli	
		Warangal – Kazipet Bye pass	
3	DORNAKAL – BHDRACHALAM ROAD – MANUGURU	Dornakal – Bhadrachalam Road	
4	SECUNDERABAD – KAZIPET – SANATHNAGAR	Kazipet – Secunderabad	
		Hussainsagar Junction – Hyderabad	
		Secunderabad – Sanathnagar	
5	SANATHNAGAR – WADI	Santhnagar – Wadi	
6	VIKARABAD – PARLIVAIJNATH	Vikarabad – Sadasivapet Road	
		Ghatnandur – Parli Vaijnath	
GUNTAKAL DIVISION			
1	RENIGUNTA – GOOTY	Renigunta – Mantapampalle	15.06.2022 to 15.01.2023
2	GUDUR – RENIGUNTA	Gudur – Renigunta	
3	GOOTY – DHARMAVARAM	Dharmavaram – Chigicherla	
		Kalluru – Pamidi	
GUNTUR DIVISION			
1	NALLAPADU – NANDYAL	Gazulapalli – Chelama	15.06.2022 to 15.10.2022
		Chelama – Diguva metta	
2	NADIKUDI – PAGIDIPALLI	Rayanagudem – Thipparthi	
3	GUNTUR – NADIKUDI	Sattenapalli – Reddigudem	
		Bellamkonda – New Piduguralla	
4	NADIKUDI – MACHERLA	Nadikudi – Gurazala	
VIJAYAWADA DIVISION			
1	GUDUR – VIJAYAWADA	Gudur – Ammanabrolu	15.06.2022 to 15.01.2023 (Section covered under South west & North East monsoons)
		Ammanabrolu – Chinaganjam	01.07.2022 to 31.10.2020
2	KAZIPET – VIJAYAWADA	Kondapalli – Vijayawada	19.06.2022 to 18.10.2022
3	VIJAYAWADA – VISAKHAPATNAM	Samalkot – Bayyavaram	01.07.2022 to 31.10.2022
		Thadi – Duvvada	
		Nidadavolu – Nawabpalem	

4	VIJAYAWADA – MACHILIPATNAM	Tarigoppula – Gudivada	01.07.2022 to 31.10.2022
5	GUDIVADA – BHIMAVARAM	Undi – Bhimavaram Jn.	
6	NIDADAVOLU – NARSAPUR	Nidadavolu – Kaldhari	
HYDERABAD DIVISION			
1	SECUNDERABAD – DHONE	Falaknuma – Umdanagar	15.06.2022 to 15.10.2022
		Thimmapur – Gadwal	
		Alampur Road – Dupadu	
		Ulindakonda – Veldurthi	
2	SECUNDERABAD – MUDKHED	Wadiaram – Mirzapalli	
		Biknur – Sirnapalli	
		Jankampet – Basar	
		Jankampet – Bodhan	
NANDED DIVISION			
1	MANMAD - MUDKHED	Ankai – Mudkhed	15.06.2022 to 15.10.2022
2	MUDKHED - PIMPALAKUTTI	Mudkhed – Pimpalkutti	
3	PARBHANI – PARLI VAIJNATH	Parbhani – Parli Vaijnath	
4	AKOLA – PURNA	Akola – Purna	
5	AKOLA – AKOT	Akola – Akot	

PRINCIPAL CHIEF SAFETY OFFICER

SAFETY ORGANISATION

SOUTH CENTRAL RAILWAY