

## **SOUTH CENTRAL RAILWAY**

**Safety.387/Fly Leaf/11/2022**

### **Fly Leaf No. 11 / 2022**

**Attention..... All Concerned ....**

#### **COMMON MISTAKES ADOPTED IN OPERATIONS & MAINTENANCE BY SAFETY CATEGORY STAFF**

##### **GENERAL :**

1. Issue compliance without actually eliminating the defects.
2. Hide short cut incidents which may snow ball to an accident.

##### **OPERATING DEPARTMENT :**

1. Non setting of points against blocked line.
2. Allowing non-signalled movement without proper clamping and pad locking of points and authority to proceed before clamping and without hand signal.
3. Vehicles/Wagons are not secured with skids, safety chains and hand brakes of the wagon/wagons.
4. Using of stones for securing instead of skids at the time of shunting.
5. Exchange all right signal without observing the passing train.
6. Cancellation of caution order by Engg. Staff over phone.
7. Not securing manual operated points with cotter & bolts.
8. Exchange of PN by gate man and SM in advance i.e. prior to physical closure of non-interlocked LC gate.
9. SM granting Line Clear without informing Gateman of non-interlocked LC.
10. Short cut in GLP check before starting the train
11. Use of Walkie-Talkie for operational works and not following the procedure of hand signal.
12. Shunting without Brake pipe pressure.
13. In absence of shunt signals, reverse setting of route to avoid manual clamping by SMs.
14. Non-observance of LV board of pass-through trains by station staff.
15. Station staff not counselled of contents of safety circulars but their signature obtained on the acknowledgement sheet.
16. Inspections by supervisors are not result oriented. Nothing unusual/deficiency noted repeatedly.
17. Non-Observance of proper procedure for issuing of disconnection/Reconnection memo. Allowing S&T staff to attend a failure without issuing failure memo.
18. SM signing on Reconnection memo without testing the S&T gears.
19. Not testing of emergency crossover daily.
20. Attaching of banking engine without connection of brake pipes.
21. Advising LPs through walkie-Talkie to pass defective signals at "ON" without issuing a proper authority.

22. Permitting goods train with invalid BPC without proper GLP checks and with open wagon doors after unloading.

### **ENGINEERING DEPARTMENT :**

1. Works of short duration done only under banner flag that too at inadequate distance instead of traffic line block.
2. Track machines working in block without protection.
3. Push trolley movement in ghat section without authority and protection. Only walkie talkies are used ,where as walkie talkies do not catch signal in deep cuttings and tunnels
4. Recording compliance in joint inspection register of point and crossing without attending properly and timely.
5. Not ensuring complete ballast unloading from hoppers.
6. Not spreading the ballast load uniformly after unloading the ballast from hoppers.
7. Improper testing welds during USFD testing.
8. Not deputing additional lookout men while working at locations at restricted visibility.
9. Removing excess of ERCs, then stipulated to save block time/to achieve more progress during CTR/TRR/ distressing works.
10. Over looking tress passing location instead of providing barricading and trenching
11. Road hump, sign boards, height gauges, lights of Gate lamps, warning bells are not properly maintained.
12. Points giving excess throw and having worn out tongue rails.
13. Gangs working at site without proper protection & Safety precautions..
14. Temporary metallic jumper not used while cutting of running rails or discontinuing of rail joints for repairs etc.
15. Material trolley/Rail dolly working is done without informing the SM and without ensuring proper protection.
16. Contractor supervisors deployed at work site without a competency certificate.
17. Overlooking of ignoring sufficient cant in yards.
18. Overlooking of defective layouts for turn outs.
19. Works of construction of new lines are doing without proper barricading.

### **SIGNAL & TELECOMMUNICATION DEPARTMENT :**

1. By-passing boom locking arrangements and giving LC Gate closed indication without physically closing of gate.
2. Attending the Block Instrument failure/maintenance without issuing disconnection memo.
3. Energizing track relay by giving direct feed.
4. Taking "OFF" signal by giving direct feed.
5. Resetting the EI system when it is in working condition.
6. Relay shall be inserted in smooth manner in the relay plug board.
7. Attending failure without obtaining a failure message memo from SM.
8. Using spare crank handle without disconnection memo.
9. Stretcher bar found welded. Arc welding on stretcher bar & CMS X-ing prohibited.

10. Track circuits are directly fed from power supply without using a battery.
11. Proper maintenance not being done in boom locking arrangement to avoid failures in level crossing Gates.
12. Testing points & signal in face of an approaching train.
13. Joint inspection of points & crossing by SSE/P. way and SSE/Sig is not done and in fact done separately.
14. Maintenance of point & circuits is attended to avoid point failures piloting "IN &"OUT" of trains in collaboration with SMs without asking for disconnection.
15. Using of temporary wiring in Relay racks to bypass faulty relay.
16. Relay room double locking arrangement existing is relay rooms but relay room keys of S&T department is kept in SMs key box.

#### **ELECTRICAL DEPARTMENT :**

1. While working on tower wagon using single discharge rod instead of double discharge rod.
2. Taking power block on mobile phone instead of TPC phone.
3. By passing of frequent tripping protection circuits.
4. For power shutdown at substation taking permission over phone instead to follow Form no.243, 244 &245.
5. Not following colour code practice of wire/cables during emergencies.
6. Cable joints are attending without providing lugs.
7. Practice of providing discharge/earth rod on contact wire during power block working. Discharge rod not fixed on Register arm tube be and the rod not tied with mast.
8. Staff engaged in work without helmet and hand gloves. Use of safety tools (e.g. Protective ropes) should be ensured.
9. Operation of isolator switch not done by using hand gloves and gumboots.
10. During failures Non switching off of OHE on the other line in case of tripping of OHE on one line in Double/Multiple line section.
11. Non-Standard fuse is used in place of proper rating HRC fuses.
12. Standard fuses replaced by handmade fuses in Electric circuits.

#### **LOCO DEPARTMENT :**

1. Late reaching to Loco after signing "ON" by crew resulting in sufficient time for proper checking of loco.
2. Before reaching the destination packing their personnel belongings while on run.
3. Using CUG/Personnel mobile phones while on duty.
4. Shunting from rear cab/rear loco during shunt movements.
5. Crew not calling out signal aspects loudly and without hand gesture.
6. LP/ALP/TM acknowledging circulars in CMS without reading in detail.
7. Joining for duty without availing proper rest at Hqs/out station running rooms.
8. Use of social media (Whatsapp, you tube, Face book & Mails etc) during rest period especially at Running rooms.
9. Not checking the correct BPC & Authority to proceed before starting the train.

10. Not checking different safety items in the engine.
11. LPs & ALPs do not often look back on curves and exchange signals with Train Manger.
12. Non stopping of Loco 20 mts away while attaching slip/engine on coaching train.
13. Failure to switch "ON" red marker light in rear cab while working a light engine or banking engine.
14. After starting from originating station; crew changing station, LPs are not doing the brake feel test and brake power test.
15. CLIs are not conducting footplate inspection on regular basis with their assigned LPs and counselling them only in crew lobby.
16. Trains are accelerated immediately after braking without waiting for release for brakes.
17. Late controlling of train
18. Overconfidence
19. Lack of co-operation/quarreling between LP & ALP
20. Lack of vigilance on the part of the LP/ALP.
21. Error of judgment for controlling train/LE on the part of the LP/ALP while approaching Danger signal.
22. Micro sleep while train on run
23. Un authorized persons in loco cab & chat chatting with others in cab
24. Crew changing while on run at a slow speed at crew changing depots.

#### **C&W ( Mechanical ) DEPARTMENT :**

1. Skipping Rolling IN/Rolling OUT examination
2. Air tanks are not drained to remove the moisture during Air Brake examination at pit lines.
3. Uses of R- charger handle of DV for application & release of air brakes for testing of ICF coaches instead of Rake Test Rig (RTR) during pit line examination.
4. Avoiding shunt (Parallel) wire during welding of wagon/coaches, which is necessary to avoid current flowing through axle box bearings.
5. Dummy palm end gauge not used at the end of the last vehicles FP&BP hose pipes to check the leakage.
6. Buffer height not measured using standard gauge, instead measuring by tape.
7. Maintenance instructions of rolling stock not available at train examination point.
8. Trains allowed with defective brake gear assembly such as deficient brake blocks, worn out brake shoes, bent brake beams and pull rods and deficient safety brackets.
9. Stop boards and danger lamp not placed on both side of the train during C&W examination.
10. Helmets, gloves & shoes are not used by maintenance staff.
11. Non-standard piece knuckle pin is used with welding a washer on top.

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**PRINCIPAL CHIEF SAFETY OFFICER**

**SAFETY ORGANISATION**

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