

दक्षिण पश्चिम रेलवे
SOUTH WESTERN RAILWAY



सं/No.T.389/Safety Circular/2/22

प्रधान कार्यालय
Headquarters Office,
संरक्षा विभाग, हुबबल्लि,
Safety Department, Hubballi.
दिनांक / Dated: 07.11.2022

To all concerned/ SWR

Headquater Safety Circular NO. 07

Sub: Preventive measures to prevent Accident

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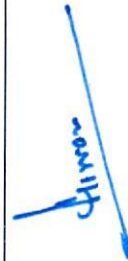
No. of collision and derailment Accident cases have taken place in various division of IR. The details of Accidents, Cause and action to be taken are are enclosed as Annexure for preventing the recurrences in SWR.

Encl: annexure in 2 sheets.

7.11.2022

(आलोक तिवारी / **ALOK TIWARI**)
प्रधान मुख्य संरक्षा अधिकारी/Pr.Chief Safety Officer

S. N	Date	Rly/ Div	Description	Cause	Action to be taken as per Railway Board letter.
1	25.12.21	SER/ RNC	Collision between T. No. N/BKSC and N/BOX/E/KMPD at Km 499/17 Between Kurkura - Pakra station in Hatia - Bondamunda section.	SPAD and Train running with invalid BPC. SM has not followed special restriction of SWR/ KRKR.	Railway Board letter No. 2022/M (safety)/7/6/Part Dtd 18.08.2022. 1. Brake power reporting during GDR check must be done properly. 2. The maintenance level of brake systems specially fitted with APMs to be enhanced by the field units & the staff to be sensitized about the issue of maintenance. RDSO Letter No. EL/3.2.19/3-Phase dtd 08.05.2022. 3. It is to be ensured that the train having twin pipe arrangement shall come out after maintenance with twin pipe only. 4. Discipline of running twin pipe rake with twin pipe may be enforced in the field. System of reports of violations as exception to be revolved and monitored. 5. Systems of preventive maintenance and operational discipline to be enforced in the field.
2	03.02.22	NR/ LKO	Derailment of Loco 11248 WDM3D LHO between PTH - DYD of train No. 19168.	Derailment due to fall of Eucalyptus tree.	Railway Board letter No. 2022/ Safety (A&R)/2/ 15 dtd 12.05.2022. It is advised that sections, with the possibility of falling of tree over track, may be examined critically in co - ordination with Forest Department for cutting of such tress.
3	14.07.21	NWR / JU	Derailment of passenger train No. 04894 passenger a Jenal yard in samdari - Bhiladi section.	The Derailment has occurred due to sudden fracture of tongue Rail	Railway Board letter No. 2021/ safety (A&R)/2/17 dtd 25.04.2022. 1. As per prevalent practices and techniques flange portion of rail is not being subjected to any USD tests at present. Matter has been referred to RDSO for issue of detailed instruction about monitoring of flange part of rail.



					2. As per Accident Manual, the ARME in case of Passenger train Accident is ordered by Dy. Chief Controller (Punctuality) immediately on receipt of information and the ARME is dispatched within prescribed turning out train of 20 minutes.
4	24.08.21	ECR/ DNR	Derailment of goods train TPPSS between NES - RGD.	Poor maintenance of track.	Railway board letter No. 2021/ Safety (A&R)/ 2/ 26 dtd 25.04.2022. 1. All trespassing locations to be attended frequently seeing the deposition of soil and less ballast. Especially in rainy season, it should be ensured that no water logging in track portion. Frequent attention to soil cuts to be done and track to be properly ballasted. 2. TMR to be counselled to be more vigilant while performing duty and immediately apply emergency brake to stop the train after noticing any abnormality during running of train without wasting any time in trying to communicate with LP/ALP of the train through Walkie - Talkie. 3. LP/ALP to be more vigilant while looking back of the complete train moving on curve portion till the end of the curve.
5	10.10.21	NFR/ LMG	Derailment of Train No. 07527 (UP GHY- LMG).	Over speeding with poor enginemanship of LP.	Railway Board letter No. 2021/ Safety (A & R)/2/ 27 dtd 29.04.2022. 1. Use of emergency crossover should be in emergency only rather than in routine operation. 2. Stabling of empty rolling stocks at reception lines should be avoid as per as possible. 3. Overaged coaches stabled at various locations are safety hazards and requires to be moved to workshops. 4. Staff should be educated to take joint measurement of Rolling Stock including DEMU coaches.

6	21.01.22	NCR/ AGRA	Derailement of train No. GZB + SSB - 32349 Goods at KM 1406/04 on DN line between VBRD - AJH section.	1. The difference in diameter on the wheel. 2. The uneven loading in the wagon.	Railway Board letter NO. 2022/ safety (A&R)/ 2/ 13 dtd 05.04.2022. 1. The difference in diameter on the same wheel is well beyond the acceptable limits. As such the wagon had a persistent angular movement which might have caused the wheel of the first derailed wagon to jump off the track and begin the process of derailment. 2. As a result of the uneven loading, the stability of movement got effected adversely, thereby damaging the centre pivot which is manifested in the ovality/ elongation of the central pivot.
7	09.03.21	CR/ BSL	Yard Derailement of passenger T. NO. 02260 UP (HHWH- CSMT) express/ special/ special at Km 608/13-15 between KTP - BGN station.	Due to failure of Permanent Way. The buckling of Track has occurred at one junction of two curve track extending mainly into transition length of curve under the load of moving train.	Railway Board letter No. 2021/ Safety (A&R) / 2/ 11 dtd 11.04.2022 1. After every special work in LWR de-stressing should be done as per P.Way Manual. 2. Before and after giving any attention to track, track Parameter should be recorded and ensured that track is fit before permitting for traffic. 3. Speed restriction to be imposed till ensuring condition of track is satisfactory. 4. Hottest and coldest month footplate inspection to be carried at LWR/ CWR by SSE/P. Way. 5. After giving track attention, minimum two trains should be passed from site before SSE/P. Way leaves the site.
8	17.02.22	NR/ FZR	Yard Derailement of train No. PSNG / DMU in ASR - KEMK section.	Due to excessive twist of track on curve, beyond the permissible limit and irregular variation in versine. Substantial difference in spring heights of the culprit trolley has acted as catalyst for the derailment.	Railway Board letter No. 2022/ Safety (A & R)/2/16 dtd 05.04.2022 1. All connecting curves in Yards to be checked for track parameters and suitable action for maintaining same as drive be done. 2. Proper paring of springs to be done and record of spring groups provided in coach with spring No. to be done and maintained. 3. Coach history card also to be maintained. While

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				replacing wearing piece in a coach during POH, all four pieces should be replaced. 4. Lubrication should be done on Gauge face of outer rail of curve. 5. TMR was not qualified to work in DEMU even than booked for DEMU train.
9	11.01.22	ECR/ DHN	Dashing of Tower wagon with light motor trolley between MMGE – NVA stations.	Trolley moved in the block section without Block Protection. Safety precaution at sharp curves, cutting not followed. Railway Board letter No. 2022/ Safety (A & R)/ 2/ 3 dtd 24.02.2022. 1. No self propelled trolley should enter into the block section without proper authority. 2. All safety precautions to be taken to protect the trolley at sharp curves, cutting, tunnels etc as prescribed in G & SR & IRPWM. 3. As per Para 815 (2) (a) of IRPWM, Whistle Indicator (W/L) is to be provided at a distance of 600 meter. This should be provided on either end of S/L, D/L & Multiple lines (train / Machine can move in any direction during block or during single line working) where visibility is reduced/ impaired/ obstructed by sharp curves/ Cuttings/ tunnels are in Ghat section etc.
10	11.11.21	NR/ LKO	Derailment of Train No. Dn E/BOXEN Engine No. GOMOH 31013 WAG9 at shri Krishna nagar station.	Railway Board letter No. 2022/ Safety (A&R)/2/ 2 dtd 07.02.2022 1. As per Para 4.3.1 of USFD Manual "The officer having technical control over the SE/JE (USFD) shall exercise regular checks as per Annexure – VII of USFD Manual once in between two successive half yearly maintenance schedule carried out in the maintenance depots. 2. Sectional ADEN should spent at least few hours (min. two hours) each month during his routine trolley inspection with USFD team and cross check the working including accuracy setting/ calibration of USFD machine.

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