

संरक्षा अभियान 2023-24/19

मध्य रेल



मंडल रेल प्रबंधक कार्यालय,
संरक्षा विभाग, नागपुर.

संख्या:NGP/SFT.101.Z/SD/RB/2023-24/19

दिनांक: 13.01.2024

Sr.DEE (TRO), Sr.DEE (TRS), Sr.DEN (Co), Sr.DEN(N), Sr.DEN(S), Sr.DEN (Ctl)

विषय: Safety during shunting movement stabling.

संदर्भ: PCSO/CR letter No. SFT//HQ-Drive/2024 dated 11.01.2024.

With reference to above letters (copy enclosed), Head Quarter has called a GM during Safety Meeting held 02.01.24, has expressed serious concern over the accidents/unusual incidents occurred during shunting movements and improper securing of coaches. It was advised to launch a special Safety Drive on the subject matter. Emphasis should be given on the following aspects.

A special safety drive for sensitizing staff for ensuring safety during the shunting movements (avoidance of derailments/unusual incidents like bursting of points, overshooting of shunt signal, hitting of dead ends, roll down of wagons/vehicles, climbing of vehicles/wagons over the wooden wedges, standing of vehicles/wagons infringing fouling mark etc.) is to be launched from 15.01.24 to 29.01.24 associating all Operating & Safety Officers and Supervisors.

Drive to be conducted at the stations/yard where daily (at least 1 shunting movement per day) shunting is being carried out or coaches/wagons are stabled.

Emphasis given on following aspect.

1. Speed of shunting movement (Not more than 15KMPH).
2. Cab changing.
3. Availability of hand signals with shunting staff (Flags/tricolor touch).
4. Availability of stop board at the distance of 60mtr from dead end.
5. Functioning of walkie talkies.
6. Restriction of use of mobile phone during shunting.
7. Availability of cotter bolt on hand operated point.
8. Joint inspection of hand point by TI and PWI and its compliances.
9. Stopping engine at appropriate distance while attaching.
10. Visibility of shunt signals.
11. Availability of adequate nos of wooden wedges (as per new drawings), chains, rail switch clamps (fit for 52, 60kg & TWS).
12. Availability of points man at the points wherever required.
13. Precautions of securing stable load clearing stable load and upkeep of stable load register.

All Officers and Supervisors associated with safety drive to be advised to check these aspects during the safety drive and data to be filled up in the Google sheet immediately after completion of inspections. These inspections must be carried out by Sr.DOM, DOM, AOM, Sr.DEN (Co), Sr.DEN(N), Sr.DEN(S), Sr.DEN (Ctl), DEN, ADEN Sr.DSO, ADSO and their supervisors

All the supervisors and staff are to be counseled and sensitized on the above issue and take suitable necessary action to avoid the shortcut practices during the shunting movement, so as to move towards Zero Yard Accidents/Unusual incidents. Consolidated Safety Drive may please be submitted to undersigned in the format attached as Annexure-I

Deficiencies/irregularities noticed by the inspecting officials during this drive need be reported to concerned department for immediate compliance.

Google link:

<https://docs.google.com/spreadsheets/d/1J4clv5i6cbi8HaXsINusIMEPejEWYOpCBOvCozwjUJ4/edit?usp=sharing>

संलग्नक: यथोक्त.

विजय पाण्डेय
13.01.24

(विजय कुमार पाण्डेय)

वरिष्ठ मंडल संरक्षा अधिकारी, नागपुर

प्रतिलिपि: मंडल रेल प्रबंधक/अपर मंडल रेल प्रबंधक (Admin) एवं (Tech) नागपुर को सूचनार्थ प्रस्तुत.



Date: 12.01.2024

SFT// HQ-Drive/2024

DRM: BB, BSL, NGP, PUNE, SUR

Sub:- Safety during shunting movements stabling -
(15 days Special Safety Drive from 15.01.24 to 29.01.24)
Ref: - GM's weekly meeting on Safety held on 02.01.2023

GM during Safety Meeting held 02.01.23, has expressed serious concern over the accidents/unusual incidents occurred during shunting movements and improper securing of coaches. It was advised to launch a special Safety Drive on the subject matter.

A special safety drive for sensitizing staff for ensuring safety during the shunting movements (avoidance of derailments/unusual incidents like bursting of points, overshooting of shunt signal, hitting of dead ends, roll down of wagons/vehicles, climbing of vehicles/wagons over the wooden wedges, standing of vehicles/wagons infringing fouling mark etc.) is to be launched from 15.01.24 to 29.01.24 associating all Operating & Safety Officers and Supervisors.

Drive to be conducted at the stations/yard where daily (at least 1 shunting movement per day) shunting is being carried out or coaches/wagons are stabled.

Emphasis should be given on the following aspects –

1. Speed of shunting movement (Not more than 15KMPH).
2. Cab changing.
3. Availability of hand signals with shunting staff (Flags/tricolor touch).
4. Availability of stop board at the distance of 60mtr from dead end.
5. Functioning of walkie talkies.
6. Restriction of use of mobile phone during shunting.
7. Availability of cotter bolt on hand operated point.
8. Joint Inspection of hand point by TI and PWI and its compliance.
9. Stopping of engine at the appropriate distance while attaching.
10. Visibility of shunt signals.
11. Availability of adequate nos of wooden wedges (as per new drawings), chains, rail switch clamps (fit for 52kg, 60kg & TWS).
12. Availability of pointsman at the points wherever required.
13. Precautions for securing of stable load & clearing stable load and upkeep of stable load register.

All Officers and Supervisors associated with safety drive to be advised to check these aspects during the safety drive and data to be filled up in the Google sheet immediately after completion of inspections. These inspections must be carried out by Sr.DOM, Sr.DOM/G, DOM, AOM, AOM/G, Sr.DSO, DSO, ADSO and their supervisors

All the supervisors and staff are to be counseled and sensitized on the above issue and take suitable necessary action to avoid the shortcut practices during the shunting movement, so as to move towards Zero Yard Accidents/Unusual incidents. Consolidated Safety Drive may please be submitted to undersigned in the format attached as Annexure-I

Google link

<https://docs.google.com/spreadsheets/d/1J4clv5i6cbi8HaXsINusIMEPejEWYOPcBOvCozwjUJ4/edit?usp=sharing>

DA- Annexure I

(Maninder Uppal)
PCSO/CR.

C/- PCOM – for kind information please.

C/- Sr.DSOs – for necessary action please.

Annexure- I

S. No.	CR Safety Drive Description	Safety		Operating	
		Officer	Supervisor	Officer	Supervisor
1	No. of Stations inspected.				
2	No. of discrepancies noticed.				
3	No. of Officer associated.				
4	No. of Supervisors associated.				
5	No. of Staff counseled by Officers.				
6	No. of Staff counseled by Supervisors.				
7	Action taken on discrepancies/defaulters.	Details may be submitted			

Date-----

Name of Station-----

Name of Officer/Supervisor-----

S. No.	Description	Yes/No	If no, details of discrepancies/defaulters	Action taken to make good the deficiency
1	Whether speed (Max 15kmph) during shunting movement is observed.			
2	Whether Cab changing takes place.			
3	Whether shunting staff is in possession of hand signals (Flags/tricolour touch)			
4	Whether stop board at the distance of 60mtr from dead end is placed.			
5	Whether adequate nos. of walkie-talkies are available & functional.			
6	Whether mobile phone is restricted during shunting.			
7	Whether cotter bolt on the hand operated point is provided and there is no gap after locking with cotter bolt.			
8	Whether Joint Inspection of hand point by TI and PWI is conducted and all discrepancies complied.			
9	Whether engine is Stopped at the appropriate distance while attaching.			
10	Whether shunt signals are Visible.			
11	Whether adequate nos of wooden wedges (as per new drawings), chains, rail switch clamps (fit for 52kg, 60kg & TWS) are available, as per SWR.			
12	Whether pointsman is available at the points & exhibiting requisite hand signal, as per procedure.			
13	Whether precautions for securing of stable load & clearing stable load are being taken.			
14	Whether stable load register is maintained properly.			