

संरक्षा अभियान 2023-24/04

मध्य रेल



मंडल रेल प्रबंधक कार्यालय,
संरक्षा विभाग, नागपुर.

संख्या: NGP/SFT.101.Z/SD/HQ/2023-24/04

दिनांक: 30.05.2023

Sr.DOM, Sr.DEN(Co), Sr.DEN(N), Sr.DEN(S), Sr.DEN(Central), Sr.DEE(TRO)/NGP.

विषय: Non-interlocked yards- Derailments Safety Drive 31.05.2023 to 14.06.2023

संदर्भ: PCSO/CR letter No. SFT//SD/6/Yard Derailment dated 29.05.2023.

There was a derailment in Kurla Car Shed in BB division on 26.05.2023. In this incident two empty coaches of EMU derailed. The concerned non interlocked hand point no.3 has moved under the wheel due to non-insertion of cotter pin. Similar incidence has also taken place earlier in this yard.

Similarly, there have been unusual incidences in the past due to incorrect setting of points in non interlocked yards. In one case, cotter pin was provided but due to slackness in connecting gears gap between tongue and stock rail got created under the wheel movement, leading to two routes.

In view of the above, as directed by PCSO/CR, a Safety Drive is being launched on the division to inspect the all non-interlocked yards followed by counseling of all the operating staff and Shunters regarding safe shunting operations by Operating, Engineering and Electrical(TRO), officials jointly from 31.05.2023 to 14.06.2023 bringing out and rectifying deficiencies pertaining to following items: -

1. Correct setting of points to be ensured by the shunting Supervisor/Pointsmen.
2. After correct setting of points cotter pins/hand plunger/ clamps with padlock to be used for locking the non-interlocked points.
3. As per SR 5.14-1 (e) Pointsmen should be standing at the points and exhibiting all right signals for shunters.
4. With cotter pin inserted there should not be any possibility of gap between closed tongue and stock rail by moving the hand levers.
5. The yard should be clear of vegetation so as to assist Pointsmen in discharging their duties efficiently.
6. Other shunting precautions as per G&SR and SWR.

All Officers and Supervisors of Operating, Engineering, Electrical (TRO) and Safety department should be involved in this drive.

Suitable follow up action should be taken on all deficiencies and irregularities noticed during the drive.

Details of drive activities conducted on earlier day to be submitted through Google Form before 08:00 hours on next day of activity without fail, to enable this office to monitor the results of the drive on daily basis and to submit feedback to HQ by 11:00 hrs. Daily. Link <https://forms.gle/gq7qHzX1PGPdY9ah9> will be shared in NGP CR Officer Group soon.

संलग्नक: यथोक्त.

विजय पाण्डेय
30.05.23

(विजय कुमार पाण्डेय)

वरिष्ठ मंडल संरक्षा अधिकारी, नागपुर

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



मध्य रेल

प्रधान मुख्य संरक्षा अधिकारी का कार्यालय
छत्रपती शिवाजी महाराज टर्मिनस, मुंबई
पिन- 400001 फोन नं - 22620778
ईमेल-cso@cr.railnet.gov.in



CENTRAL RAILWAY



Principal Chief Safety Officer's Office
Chhatrapati Shivaji Maharaj Terminus
Mumbai 400001 Phone No : 22620778
email- cso@cr.railnet.gov.in

No. SFT/1/SD/6/Yard Derailment

Date: 29.05.2023

DRMs

BSL, BB, NGP, PA, SUR

Sub: Non-interlocked yards- Derailments Safety Drive 31.05.2023 to 14.06.2023.

On 26.05.23 at NCS (Kurla Carshed), BB division, 2 empty coaches of EMU derailed. The concerned non interlocked hand point no.3 has moved under the wheel due to non insertion of cotter pin, similar incidence has also taken place earlier in this yard.

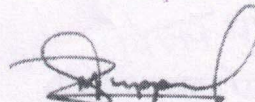
Similarly, there have been unusual incidences in the past due to incorrect setting of points in non-interlocked yards. In one case, cotter pin was provided but due to slackness in connecting gears gap between tongue and stock rail got created under the wheel movement, leading to two routes.

In view of the above, all divisions shall carry out Safety Drive of all non-interlocked yards followed by counseling of all the operating staff and Shunters regarding safe shunting operations by operating and engineering officials jointly from 31.05.2023 to 14.06.2023 bringing out and rectifying deficiencies pertaining to following items: -

- Correct setting of points to be ensured by the shunting Supervisor/Pointsmen.
- After correct setting of points cotter pins/hand plunger/ clamps with padlock to be used for locking the non-interlocked points.
- As per SR 5.14-1(e) Pointsmen should be standing at the points and exhibiting all right signals for shunters.
- With cotter pin inserted there should not be any possibility of gap between closed tongue and stock rail by moving the hand levers.
- The yard should be clear of vegetation so as to assist Pointsmen in discharging their duties efficiently.
- Other shunting precautions as per G&SR and SWR.

Action Taken Report on the above mentioned safety drive is required to be submitted to HQs by 16.06.2023.

Please treat this as most important.


(Maninder Uppal)
PCSO

Copy to Secy. / CR for kind information of GM please