



प्रधानमुख्यसंरक्षाधिकारीकार्यालय
Office of the Principal Chief Safety Officer
गार्डनरीच, कोलकाता / Garden Reach, Kolkata -43

संख्या/ No: Safety Circular No-1/2021

दिनांक/ Dated: 23.03.2021

DRM- ADA, CKP, KGP & RNC

Safety Circular- 1 / 2021

Sub: Securing of Vehicles / Trains/ Loads / Locomotives in Block Sections / Stations to avoid Rolling Down.

Ref: Exec. Dir Elect. Engg(RS) Railway Board L.No. 2021/Elect.(TRS)/ 113/Safety Misc. Date: 18.03.2021

On 17.03.2021 at about 16.25 hrs, train no. 05326 DLI-TPU Express while entering into Tanapukur Station (Block Section Banbasa-Tanapukur non-electrified Single Line Section of Izatnagar Division in North Eastern Railway), Train Engine (Diesel) No.40201-WPD4D/TKD dashed a Cow near Home Signal, resulted BP & FP pipe routed off and BP, FP pressure became zero in train engine. Train stopped at km 60/16-17. Loco Pilot tried to recover BP & FP pressure by closing additional angle cock of BP & FP pipe. LP & ALP checked the Load keeping loco un-manned. In the mean time train started rolling down & rolled up to Banbasa (BNSA) & Khatima (KHMA) station ie about 18 km. Finally train stopped at Km 42/6 at Khatima Station.

Prima Facie Cause of the Accident: Due to Cow Run Over, pressure dropped after detachment of Brake Pipe & Feed Pipe. Pressure of Coaches was manually released but train was not secured and due to gradient train rolled down.

In view of roll down incidences the instructions on "securing of vehicles/Trains" are reiterated below, which should be followed rigidly by the Loco Pilot/ Assistant Loco Pilot / Guard to avoid reoccurrence of roll down cases in future.

- (i) Loco Pilot while on duty should not leave locomotive un-manned.
- (ii) Application of SA-9 and A-9 brakes; physically check if brake application has actually taken place.
- (iii) Also, apply locomotive Independent brakes on the banking locomotives, if the train is banked.
- (iv) Application of hand brake and parking brake.
- (v) In case, the detention is likely to be of more than 30 minutes, wedging of wheels of locomotives using wooden wedges as per RDSO's approved design, provided on locomotives, should be done, along with application of Guard's brakes to avoid rolling down of the train.

Hand brakes/parking brakes of locomotive should be ensured in working condition.

(vii) In case train / loco stalled in block section due to accident, failure, obstruction or any other reason, the following additional precautions should also be taken:

- a- Assistant Loco Pilot, Loco Pilot and Guard should protect the train as per provisions of G & SR 6.03.
- b- The train should be secured by applying loco brakes (SA-9, A-9 & Hand Brake) & Hand Brakes of at least 6 wagons at either end of the train. The hand brakes should be operated by ALP from leading end and by the Guard from the rear end. In case the train is being worked without Guard, the duties of the Guard shall devolve on the ALP. In case of coaching trains, the Guard should apply hand brakes of the SLR in addition to the application of Loco brakes by the Loco Pilot.

(viii) If MR pressure starts dropping while train is stationary, Loco Pilot has to secure the Loco with the wedges and inform the Guard regarding dropping of MR pressure and thereafter the Guard will secure the Train with wedges in the last vehicle.

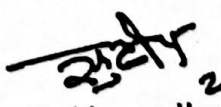
(ix) Station staff, Guard, Crew and Section Controller should be aware of gradients at Stations/ Yards/ Sidings and Block Sections.

(x) Availability of Safety equipments as per SWR (Appendix E) in yards and stations and wooden wedges on Locos shall be ensured.

Concerned LP/ALPs/Guards & other concerned staff need to be sensitized by proper counselling by supervisors/ officers covering all the instructions / procedures issued by Railway Board & RDSO/ Zonal Railways.

A reply regarding counselling/sensitisation details should be sent to this office within 15 days for onward submission to Railway Board.

Note: These instructions are reiterated in conformity with the rules of G&SR and Railway Board Letters and can't in any way supersede them. In case of any conflict the provision of G&SR and Railway Board's Letter will prevail.


(एस. मुखोपाध्याय / S. Mukhopadhyay)

प्रधान मुख्य संरक्षा अधिकारी/Principal Chief Safety Officer

प्रतिलिपिसूचनार्थ एवं आवश्यक कार्यवाही के लिए:

1. Secretary to GM - for kind Information of GM.
2. Secretary to AGM- for kind information of AGM.
3. PCEE, PCME, PCOM / GRC
4. Sr. DSO/ ADA, CKP, KGP & RNC