

दक्षिणपूर्वमन्त्र
South Eastern Railway



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

संख्या/ No: SFY / Safety Alert

दिनांक/ Dated: 06.07.2021

DRM - ADA, CKP, KGP & RNC

Safety Alert - 1 / 2021

Sub: Safety Measures to avoid Derailment / Collision / SPAD of Track Machines

(Alert to Track Machine Operators/ P.Way Supervisors/ Station Masters etc.)

In the recent past a number of Accidents of Track Machines happened due to failure of Track Machine Operators or P Way Supervisors or Station Masters or Shunting Staff etc

- (i) On 22.05.2021 two Track Machines left from Chandrakona Road (CDGR) on DN line to Salbani (SLB) in Adra-Midnapore Section of Adra Division. During run front machine no. FRM 1887 was stopped outside DN Home Signal of Salbani Station as the signal was 'Danger'. The Track Machine FRM-1904 which was running behind it failed to control the speed and dashed in rear of the front FRM machine, resulting the front machine got 'Derailed' at 12.30 hrs at km 152/38-36 ie near Dn Home Signal of Salbani (between stations CDGR-SLB)
- (ii) On 20.06.2020 at 17.20 hrs. a Consequential Accident (Collision) of Track Machines happened in between stations Chataini - Beohari in KTE-SGRL section in Jabalpur Divn of West Central Railway. Where BCM 353 was coupled with Duomatic-8094 and DGS-439 was coupled with Unimate-8292, during run the 1st pair of machine stopped at km 1185/17-19 (on Curve) and the 2nd pair of machines which was running behind it dashed in rear of the front pair of machine, resulting the 01 track machine staff died & 10 staff got simple injury.
- (iii) On 08.06.2020 at 19.45 hrs, Operator of UNIMAT Machine No 56570 Passed Dn Home Signal No. S-2 of Rakhamines Station of KGP Division at 'ON' (SPAD) and arrived near SM Building at 19.50 hrs. which was due to the negligence driving of UNIMAT Machine Operator.
- (iv) On 28.12.2020 at 10.35 hrs, while shunting of four(4) Nos. CSM Machines was going on from Up Loop Line to Common Loop Line, 3rd CSM machine No 957 got derailed over Pt No 23 at Laxmannath Road Station of KGP Division, due to Alteration of Point by on duty Station Master. Similar type of derailments also occurred in the past at Govindpur (RNC), Narayangarh(KGP), Basta(KGP) & at some other stations in S E. Railway.

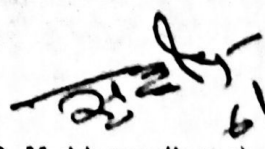
Some other Accidents of Track Machines were reported in the past, which happened due to lapses on the part of the Machine Operator or Station Master or Shunting Staff, P.Way Supervisors etc

Probable Causes of Track Machine Accidents (Derailment/Collision etc) are given below:-

- a- **Collision** Track Machine Operator of rear machine failed to control the speed when the front machine stops due to any reason during work/movement in block section. Also failed to maintain adequate Safety Distance between machines during run.
- b- **Derailment** (i) Due to alteration of point by SM during despatch/reception of machine is without ensuring the exact position of machine(s).
(ii) Track Machine Operator not vigilant and cautious while negotiating X-over Points /Derailing Switch Point at station yard. Start movement without proper authority to proceed as well advice of traffic staff and also move without ensuring correct setting of points during Pilot-in & Pilot-out
(iii) Lack of proper coordination between Shunting Staff, SM, Machine Operator(s) & P Way Supervisors during machine work.
- c- **SPAD**: Track Machine Operator failed to observe the Signal Aspect well in time and also failed to control/stop his train in rear of Stop Signal, when it is 'Red/Danger'.
- d- **Unusuals**: SM failed to issue Caution Order for trains passing on adjacent line(s) during Track Machines work and P.W. Supervisors failed to take adequate protection measures during block.

In view of the above the all the Track Machine Operators, P Way Supervisors, SMRs, SMs, Shunting Staff & other concerned staff related to Track Machine working shall strictly follow the prescribed safety rules as per **OPM 22.20, 22.21, 22.22, 22.23 and 22.24 including Correction Slip No-3 Dt: 20.12.2019**, so as to avoid accidents of Track Machines during working in Block Section, during Shunting in Station Yard & during Reception/Despatch of Machines(Including Pilot-In/Pilot-Out).

Note: These instructions are reiterated in conformity with the instructions of GR/SR/OPM & Other Railway Manuals & can't in any way supersede them. In case of any conflict the provision of above rule books will prevail.


(एस. मुखोपाध्याय / S. Mukhopadhyay)

प्रधान मुख्य मंत्रि 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. PCE, PCOM, PCEE, PCME, PCSTE / GRC
4. Sr. DSO/DSO - ADA, CKP, KGP & RNC for necessary action.