

E – SAFETY BULLETIN

FOR THE MONTH OF

APRIL - 2017

SAFETY BRANCH

WEST CENTRAL RAILWAY

JABALPUR

Index

S. No.	Item	Page No.
1.	Safety Drive No. 03/2017(HQ) dated 12.04.17	1 - 3
2.	Working of Material train	4 - 5
3.	Crowd Management	6
4.	Role/Duties of Safety Officers at an accident site	7 - 8



पश्चिम मध्य रेल
West Central Railway

महाप्रबंधक कार्यालय
इंद्रा मार्केट, जबलपुर 482 001
General Manager's Office,
Indira Market,
Jabalpur 482 001.

सं. प.म.रे./मुख्या./जे.बी.पी./संरक्षा-302/एस.डी.-3/2017

Date: 12.04.2017

Divisional Railway Manager
JBP, BPL & Kota

[Safety Drive No. 03/2017(HQ)]

Sub.: 30 days Safety Drive during present summer season, & precautions to be taken by all concerned to prevent accidents and to prevent carriage of inflammable materials and avoid fire in trains.

During the present summer season, a safety drive is to be launched for summer period upto 17.05.2017 from 17.04.2016 for reinforce commitment to safety and prevent unusual due to summer etc

During the drive, emphasis should be laid on the following points:-

1. Keeping a special watch on deployment of hot weather patrolmen during peak summer hour from 13.00 hrs to 17.00 hrs, whether they are deployed as per LWR manual provisions.
2. Checking of equipments of hot weather patrolmen during their working
3. Inspection of work site location for taking precautions as per prevailing norms
4. Checking of gap of SEJ from 13.00 hrs to 17.00 hrs
5. Checking of ATD on OHE mast for expansion in contact/catenary wire
6. That stickers/Posters regarding fire are available with mobile no. at prominent places/stations and on trains, so that passengers/Railway staff can call/SMS, if they come across anyone carrying any inflammable/explosive article in railway premises/trains.
7. That petrol tank is in empty in two wheelers both for inward and outward.
8. Adequate space is left between roof and the top layer of the packages loaded in the SLR to avoid contact of parcels with ceiling and electric lamps.

9. That frequent announcement for public/passengers awareness on PA system is made to the public that they should not carry inflammable/ dangerous /explosive materials with them during journey.

10. Loading of banned/restricted articles.

The officers & supervisors of HQ and divisions who will participate in this drive are as under:

SN	Items	Departments
1	01 to 04	Engineering & Safety
2	05	Electrical & Safety
3	06 to 10	Operating, Commercial, RPF, Electrical & Safety

It is advised that suitable follow up action shall be taken on all deficiencies and irregularities noticed during the drive and report to be submitted to this office.

Feed back of above safety drive should reach to this office within one week time after completion of drive in the following format

SN	Items
1	No. of Officers participated in the drive department wise
2	No. of Supervisors participated in the drive department wise
3	No. of staff counselled during the drive
4	Deficiencies noticed in summer patrolling
5	No. of abnormalities found and action taken to remove abnormalities & deficiencies and action taken against defaulter

Note: (i) For item at SN 1, detailed report is required in following format

SN	Date	Inspection done by	Multiple Line/Double Line/Single Line	KM Inspected	No. of Patrolmen found	Action taken

(ii) For item at SN 2, detailed report is required in following format

SN	Date	Inspection done by	No of Patrolmen checked	Deficiencies noticed	Action taken

(iii) For item at SN 4, detailed report is required in following format

SN	Date	Inspection done by	No of SEJ inspected	Deficiencies noticed	Action taken

(iv) For item at SN 5, detailed report is required in following format

SN	Date	Inspection done by	No of ATD inspected	Deficiencies noticed	Action taken

(v) For item at SN 6 to 10, detailed report is required in following format

SN	Date	No. of stations checked	No. of trains /No. of passenger rakes checked	No. of parcel offices checked	Irregularities noticed	Remarks

(राजेश अर्गल)

मुख्य संरक्षा अधिकारी

C/- Secy. to GM-for kind information to GM please
PCE, COM,CEE,CCM, & CSC -for kind information & necessary action pl.
Sr.DSO/Jabalpur, Bhopal & Kota- for information and necessary action please.

सामग्री गाड़ी का संचालन (Working of Material Train) [GR 4.62 & its SRs]:

1. प्रत्येक सामग्री गाड़ी में पीछे की तरफ एक ब्रेकवान अवश्य होना चाहिये। जहाँ सम्भव हो वहाँ पर दो ब्रेकवान, एक आगे तथा दूसरा पीछे लगाना चाहिये। [SR 4.62.1(d)]
2. सामग्री गाड़ी की जाँच (Examination) [SR 4.62.1(e)]:
 - (a) एयर ब्रेक स्टॉक के मामले में – 15 दिनों में कम से कम एक बार।
 - (b) वैक्यूम ब्रेक स्टॉक के मामले में – 10 दिनों में कम से कम एक बार।
3. सामग्री गाड़ी का पर्यवेक्षण कम से कम JE Grade के कर्मचारी द्वारा किया जायेगा। [SR 4.62.1(g)]
4. सामग्री गाड़ी का बचाव (Protection) [SR 4.62.1(h)]:

जब सामग्री गाड़ी ब्लॉक सैक्शन में कार्य कर रही हो तो इंजीनियरिंग विभाग के कर्मचारी के द्वारा बचाव :

 - दोहरी लाइन खण्ड पर : पीछे की तरफ 600मीटर पर बैनर फ्लैग एवं दो पटाखे 10-10 मीटर की दूरी पर बैनर फ्लैग के पास लगायेगा।
 - इकहरी लाइन खण्ड पर : उपरोक्त बचाव गाड़ी के आगे व पीछे दोनों तरफ से किया जायेगा।

नोट: जैसे-जैसे गाड़ी का संचालन होता है, वैसे-वैसे बैनर फ्लैग एवं पटाखे को भी शिफ्ट किया जायेगा।
5. सामग्री गाड़ी का संचालन: सामान्यतः सामग्री गाड़ी का संचालन प्रॉपर रोड पर की करना चाहिये। सामग्री गाड़ी का संचालन दोहरी लाइन पर गलत लाइन पर भी किया जा सकता है। सामग्री गाड़ी का संचालन विभिन्न परिस्थितियों में निम्नानुसार किया जायेगा :
 - a) दोहरी लाइन पर गलत लाइन पर कार्य करना तथा अगले स्टेशन पर क्लियर करना [SR 4.62.1(j)] :
 - स्टेशन (जिस स्टेशन की तरफ गाड़ी जा रही है) से लाइन क्लियर लिया जायेगा।
 - लोको पायलट को PLC एवं लिखित प्राधिकार (पायलट आउट मैमो) दिया जायेगा।
 - कार्य समाप्त होने पर, लोको पायलट प्रथम रोक सिगनल/अंतिम रोक सिगनल पर गाड़ी को रोकेंगा।
 - गति : दृश्यता साफ होने पर 25 kmph एवं दृश्यता साफ न होने पर 10 kmph.
 - दूसरी तरफ का स्टेशन मास्टर, लिखित प्राधिकार (पायलट इन मैमो) देकर गाड़ी को रिसिव करेगा।

- b) दोहरी लाइन पर पिछले ब्लॉक सैक्शन में कार्य करना तथा वापस उसी स्टेशन पर आना [SR 4.62.1(k)]:
- स्टेशन मास्टर ब्लॉक बैक लेगा।
 - लोको पायलट को T-806 एवं पुश बैक मैमो [SR 4.12.2] दिया जायेगा।
 - कार्य समाप्त होने पर सामग्री गाड़ी को आगमन सिगनल ऑफ करके स्टेशन पर लिया जायेगा।
- c) दोहरी लाइन पर अगले ब्लॉक सैक्शन में जाकर कार्य करना तथा वापस उसी स्टेशन पर आना [सही (Proper) लाइन पर] [SR 4.12.2 & 4.62.1]:
- स्टेशन (जिस स्टेशन की तरफ गाड़ी जा रही है) से लाइन क्लियर लिया जायेगा।
 - लोको पायलट को प्रस्थान प्राधिकार (प्रस्थान सिगनल ऑफ करना) एवं पुश बैक मैमो दिया जायेगा।
 - कार्य समाप्त होने पर, लोको पायलट प्रथम रोक सिगनल/अंतिम रोक सिगनल पर गाड़ी को रोकेंगा।
 - स्टेशन मास्टर सामग्री गाड़ी को लिखित प्राधिकार (पायलट इन मैमो) देकर गाड़ी को रिसिव करेगा।
- d) इकहरी लाइन पर ब्लॉक सैक्शन में जाकर कार्य करना तथा वापस उसी स्टेशन पर आना [SR 4.12.2]:
- स्टेशन (जिस स्टेशन की तरफ गाड़ी जा रही है) से लाइन क्लियर लिया जायेगा।
 - लोको पायलट को प्रस्थान प्राधिकार (प्रस्थान सिगनल ऑफ करना/टोकन देना) एवं पुश बैक मैमो दिया जायेगा।
 - कार्य समाप्त होने पर लोको पायलट प्रथम रोक सिगनल गाड़ी को रोकेंगा।
 - स्टेशन मास्टर सामग्री गाड़ी को आगमन सिगनल ऑफ करके रिसिव करेगा।

नोट :

1. पायलट आउट/इन मैमो देने से पूर्व सभी कॉटो को सैट एवं क्लैप करना सुनिश्चित किया जायेगा।
2. सामग्री गाड़ी वापस स्टेशन पर आ जाने पर सामग्री गाड़ी का पर्यवेक्षण, सामग्री गाड़ी पूरी स्टेशन पर आ गई है तथा रेलपथ यातायात के लिये सुरक्षित है, इस बावत Train signal register में हस्ताक्षर करेगा। सामग्री गाड़ी का पूर्ण आगमन गार्ड द्वारा भी सुनिश्चित किया जायेगा एवं गार्ड के भी हस्ताक्षर Train signal register में लिये जायेंगे।

CROWD MANAGEMENT

Guide lines for “Managing Crowd at Events and Venues of Mass Gathering” (2014) issued by National Disaster Management Authority (NDMA) Government of India are available on web side link

ndma.gov.in

Concerned officers and supervisors may kindly download and go through these guidelines for their information, guidance and implementation in their respective jurisdiction.

These guide lines have already been circulated to Divisions vide this office letter No. पमरे / जबलपुर / मुख्या. / संरक्षा-409 Dated 08.12.16.

Role/Duties of Safety Officers at an accident site

“Role/Duties of Safety Officers at an accident site” has been issued by Railway Board vide letter No. 2017/Safety(DM)/Misc. dated 30.01.17. The same letter was circulated to Divisions on 30.01.17 vide D.O. letter No. WCR/HQ/JBP/Safety-338.

Copy of Railway Board letter No. 2017/Safety(DM)/Misc. dated 30.01.17 is as under:

**Government of India
Ministry of Railways
(Railway Board)**

No. 2017/Safety(DM)/Misc New Delhi,

Dt 30.01.2017

**Chief Safety Officers
All Indian Railways and KRCL**

Sub:- Role/Duties of Safety Officers at an accident site.

Duties and responsibilities of safety officers of division and of headquarters are well defined in the accident manual and Disaster Management Plan of the Railways. In the recent accidents it was observed that the relevant information about the accident was not forthcoming in a systemic manner and in the process vital information is lost. It was also noted that at the accident site event log was not maintained and Head Quarter emergency cell was not updating Railway Board periodically.

In view of the above a broad checklist for safety officers has been prepared and the same is annexed to this letter. This checklist, however, in no way circumvents the duties and role defined for the officers in the Accident Manual and Disaster Management plan of the Railway. Chief safety officers shall ensure that Sr. DSO's carry out their responsibility within a reasonable time. Chief safety officers shall be in constant touch and update Railway Board emergency control room. The checklist may please be circulated to the divisional officers and ensure that they comply with the instructions.

Encl: One

**(Vinod Kumar)
ED/ Safety(Coordination)
Railway Board**

Check list for the Divisional Safety Officers Subsequent to an Accident

Immediately rush to the accident site by the first available means along with safety counsellors.
Speak to Guard/loco pilot to understand the sequence of events and assess the extent of damages, the exact number of vehicles affected with their stenciled numbers. Also Guard may be asked to take pictures with their mobiles and sent them through whatsapp.
Arrange to rush the relief teams available with the Railways.
Check whether Station masters on adjacent stations, Control and Medical staff have requisitioned for local medical help and ambulances.
Seek assistance of NDRF and other Government/Non-government organisations if required.
Assess the site conditions and if needed order for additional rescue teams.
Establish a Unified Command Centre (UCC) and arrange to man it by a safety counsellor.
Arrange to establish telephonic communication at the site.
Preserve all clues and evidences regarding probable cause of accident.
Arrange to record joint observations/measurements at the site by the senior subordinates.
Should check for any speed restriction at the location and any abnormality reported by previous trains crew.
Arrange to maintain log of events at the site and relay to divisional emergency cell at regular intervals.
Relay Prima Facie cause in consultation with officer incharge within a reasonable time.
Ensure that in UCC details of passengers admitted is maintained Hospital wise.
Relay probable restoration time in consultation with officer incharge within a reasonable time.
Arrange to create Accident ID in SIMS and update all the relevant fields at regular intervals.
Arrange for live feed through VSAT, collect arial pictures of the accident and upload the photos/video in SIMS.

Chief Safety Officer Shall ensure the following.

Be in constant touch with divisional officers and Railway Board emergency cell. Shall ensure that above actions are carried out by divisional safety officers.
To seek for additional assistance from adjacent Railways and other Government/Non-Government agencies if needed.
Ensure that HQs emergency cell is manned by a Dy.CSO.
Ensure that all the details of the accident are conveyed to RB emergency cell hourly.
Ensure that all the relevant details are filled up in the SIMS.