

**E- Bulletin for the Month
of
JUNE – 2017
Safety Branch
Jabalpur HQ**

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SN 161

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.2008/M(N)/951/13

Dt. 28/8/09

The General Managers(Open Line)
All Indian Railways

SUB: Safety in Freight Train Examination

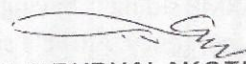
GDR Check is an important check for ensuring safety in train operations. Instructions issued from time to time on the subject are being reiterated below:

- GDR check should be done post loading/back loading of a rake.
- After tipping, the rake will be subjected to post-tipping examination. In case less than 3 rakes are being tipped per day, the check may be carried out by Guard and Driver.
- If a rake is stabled at non-TXR point for more than 24 hrs. GDR check should be done before clearance of stabled load.
- If BPC has become invalid then GDR check should be done before taking the rake to the nearest train examination point in the direction of train movement.
- In case of attachment/detachment of the wagon, or reversal of power at non-TXR point, continuity of brake pipe pressure must be ensured by Guard and Driver.

The items to be checked by Guard and Driver during GDR check have been mentioned in the Annexure to Railway Board's letter No.2005/M(N)/951/13 dt, 08/02/2006 (copy enclosed).

Railways are instructed to strictly comply with the above.

Enclosed above


(G.C.BUDHALAKOTI)
Executive Director Mech. Engg.(Freight)
Railway Board.

शुद्धा जारी करें।
मन्त्रालय
03/9/09

o/c

भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated

February 8, 2006

No.2005/M(N)/951/13

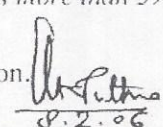
The General Managers (Open Line)
All Indian Railways

Sub.: Freight Train Examination

Following changes have been approved by Board (MM, MT & CRB), in freight train examination to reduce "Turn-round of freight stock":

- i) The freight trains will be subjected to only intensive examination either for end-to-end operation or for CC operation. The practice of safe to run examination of freight train per se may be discontinued.
- ii) En-route rolling in examination of freight trains may be discontinued. However, rolling in examination as part of intensive examination (end to end or CC) will continue.
- iii) Post loading examination by TXR staff may be discontinued for all type of stock. However, post-loading check will be carried out by guard and driver as per Proforma enclosed.
- iv) After tipping, the rake will be subjected to post-tipping examination. In case less than 3 rakes are being tipped per day, the check may be carried out by guard and driver as per proforma enclosed. In case 3 or more trains are being tipped, post tipping check will be done by skeleton TXR staff.
- v) GMs may take a decision to close or open freight train examination points in consultation with CMEs and COMs. However, while closing a freight train examination point, in addition to other aspects they should ensure that unexamined lead (after unloading before next TXR point) of trains running on end-to-end pattern does not exceed 400 kms. Moreover, concerned adjoining zonal railways and Board will be kept informed of closure/opening of TXR point.
- vi) As indicated in revised policy circular No.99/TC(FM)/26/1 dated 31.3.2005, for sidings, TXR staff may be kept with specific approval of General Manager only for sidings handling POL or where traffic exceeds two rakes per day.
- vii) CC rakes should be used for round trip operation on identified circuits. In BPC, the names of the zones over which it is valid should only be mentioned.
- viii) No other type of examination should be required to be specified by zonal railways as all the requirements are taken care of by the JPO issued by the Board.
- ix) Number of CC rakes should be increased. Movement of CC rakes should be monitored with the help of FOIS to contain their loss. In case, loss of CC rakes is more than 5% of rakes being operated, this should be reviewed at higher levels.

Kindly acknowledge the receipt of this letter and take necessary action.


(A. K. PUTHIA)
EDME (Frt.)

Encl.: As above
Copy to:

EDTT/M - for information and necessary action

संयोजक
रेलवे बोर्ड
नई दिल्ली
10-02-06

o/c
रजिस्ट्रार
10-02-06

Post Loading/Post Tippling Checks by the Guard and the Driver

Items to be Checked by Guard and Drivers

1.	All CBCs and Air Hoses are properly coupled and locked.
2.	All the Angle Cocks are in open condition.
3.	The last Angle Cock is in closed condition.
4.	Empty/Load device handle is in proper position.
5.	There is no loose fittings/hanging parts like springs push-pull rod, Brake Beam, Safety brackets, Brake Blocks etc. which may endanger safe running of the train.
6.	Hand Brakes are released.
7.	Doors of wagons are closed and locked/secured.
8.	Check continuity of air pressure/vacuum before starting.

Proforma for Joint Check by the Driver and Guard

1.	Date	:	
2.	Train No. and Loco Number	:	
3.	From	To	
4.	BPC No.; Date & Station of Issue		
5.	Loaded at	Or	Tippled at
6.	Time of Locomotive Attached	:	
7.	Total Load	:	

(Signature of Driver)

(Signature of Guard)

Driver's Name

Guard's Name

(This memo should be prepared in 3 copies, one copy to be kept with Driver, one with the Guard and one will be given by the Guard to the Station Master/Yard Master.)

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W.C.R.

West Central Railway

JPO to reduce detention to coaching trains at the time of change of locomotives due to traction change or otherwise.

Presently brake continuity certificate is issued by SSE (C&W) at the train examination stations where locomotive are changed on through trains e.g. KTE/JBP division & ET/BPL division. Such certificates are not issued at stations where C&W examination is not carried out e.g. SWM/Kota division. The following are highlighted in this connection :

Para 3.2.8 of IRCA part IV lays down as under : "At train examination stations where locomotive are changed on through trains, the brake continuity* will be ensured and the level of vacuum# / air pressure* created on the locomotive and brake-van gauges shall be recorded and certificate to be issued to the driver and Guard for inoperative/blanked vacuum# cylinder, if any"

* They can be ensured by Driver & Guard.

are not applicable for Air Brake stock. Accordingly, above need not be applied and taken care of by para 2 below.

2. Appendix (xiv) of WTT of WCR provides as under : Before starting the train either from originating station or after any attachment /detachment of coaches /loco change of locomotive (from diesel to electric or vice-versa) enroute. The Driver and Guard must carry out this test as soon as possible after the locomotive or coaches is coupled or re-coupled to ensure continuity of the brake pipes throughout fitted portion of the train when all shunting work has been completed.

The change in traction or reversal of locomotive causes a change in the differential pressures in the DVs of coaches resulting in possible cases of brake binding. Therefore release of the rake is essential to create control reservoir and brake pipe pressure afresh.

Accordingly para 2 above provided in WTT may be followed and supplemented by 3 above. The Driver and Guard of the trains must carryout continuity test after change of locomotives due to change of traction or otherwise following due procedure laid down in appendix (xiv) of WTT of WCR. They must also ensure that all coaches of the train have been released in case of change of traction or reversal of locomotive. There is no need to issue separate continuity certificate by C&W supervisor in such cases. *Load will be released by operating staff at station. Wherever posted otherwise it will be ensured by operating staff at station.*

[Signature]
CPTM 12.06.17

[Signature]
CMPE (D&R) 12.06.17

[Signature]
CELE 12/6

[Signature]
CRSE 12.6.17

(No. W.C.R./M/C/02/123 dated 12.06.17)

CME/COM/CSO/WCR: for kind information please.

DRM /JBP/ BPL/ KOTA : for getting this JPO implementation over divisions to reduce detention of trains.

Pl. Issue
14
8/6/2017

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

No. 2017/Safety (DM)/7/25

New Delhi, dated: 08.06.2017

General Manager,
Western Railway

Sub: Derailment of Train No. 79310 at Indore Station on 14.05.17.

On 14.05.2017 Driving Power Car No. 16018 of Train no. 79301 had derailed on point no. 129 of Indore Station. SAG Level Enquiry Committee report indicates that the LocoPilot (Goods) Shi Ajay Upadhyay is directly responsible for the derailment as he has started his train without ensuring clearing of signals for that line thus causing a SPAD.

In the Enquiry Report it was also brought out the concerned Loco Pilot has failed in Aptitude Test twice, however he was allowed to work as a Motorman in DEMU in violation of the Railway Board guidelines issued vide letter no. E (NG)/I/2002/PM1/31 dated 22.08.2003.

Enquiry Committee has held LocoPilot, Guard and Signal Sighting Committee responsible for the derailment, however the controlling officials of the Loco Pilot who booked him to work as Motorman in violation of Railway Board guidelines were not held responsible. Western Railway may review the inquiry report and controlling officials also should be made accountable for their lapses in implementation of Railway Board safety guidelines. Also, a quick review may be made regarding adherence to the Railway Board instructions and corrective action to be taken with immediate effect. Action taken in this regard may please be advised to Railway Board at the earliest.


(Vinod Kumar)
Adviser Safety

Copy to: General Managers, All Indian Railways except Western Railway -
For similar review and corrective action.

