

EAST CENTRAL RAILWAY

Office of the
General Manager (Safety)
Hajipur

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Sub: - Precautions during movement of Track Machines in a convoy.

1. Brief background:

An incidence of dashing of Track Machines between Buxar (BXR)- Chausa (CSA) station of DNR division took place on 31.12.2022. In this case, three Track Machines No. DGS 342, CSM 923 and BCM 57168 left BXR at 08:00 hrs. under one authority. While these machines were entering into CSA up loop line, 2nd machine hit the front DGS 342 machine at 08:30 hrs. All three machines were received later in CSA UP loop line at 09:13 hrs. and cleared the block section (UP line).

This incidence took place because safety precautions required for movement of Track Machines in convoy were not taken, especially in foggy weather conditions.

2. Procedure/Systematic Failure:

Following Rules/provisions regarding movement of Track Machine as mentioned in G&SR, IRPWM and IRTMM have been violated by Operators of Track Machines and In-charge of convoy of Track Machines: -

- provision made in (i) (b) & (d) of 1 of SR 4.65 regarding maintaining minimum distance of 200 meters between machines and instruction during foggy weather.
- provision made in sub para 4 of para 868 of IRPWM regarding maintaining minimum safe distance of 200 meters from each other machines.
- para 4.6.4 of IRTMM regarding maintaining appropriate speed and safe distance due to poor visibility on curves, cuttings etc.
- provision made in sub para 4 of para 707 of IRTMM regarding maintaining appropriate speed and safe distance from each other machines.

3. Rules to be followed and Precautions to be observed:

The incidence of dashing of Track Machines between Buxar (BXR)- Chausa (CSA) stations was the result of not following above rules by Track Machine Operators and In-charge of Track Machine convoy. It appears pertinent to reiterate some important rules mentioned in G&SR Book, IRPWM and IRTMM to ensure safe movement of Track Machine and avoid reoccurrence of such incidence in future.

- (i) Provision made in rule (i) (b) & (d) of 1 of SR 4.65 say that in case of thick, foggy and tempestuous weather as well as during total failure of communication, Track Machines Block and Integrated Block are not permitted. In (d) it stipulates the distance to be maintained between two machines.
- (ii) It is mentioned in para 868 (4) of IRPWM that when more than one track machine is running in a block section, there should be a minimum distance of 200 metres between two units.
- (iii) Para 4.6.4 of IRTMM also states that while the Track Machines are moving in the Block section in convoy, it will be responsibility of the Operators of these Machine to maintain a minimum safe distance. If any of the machines is required to slow down or stop due to some reason, the Machine Operator should ensure that red hand signal is displayed by waving vigorously. Where visibility is poor such as curves and cuttings, appropriate speed and safe distance should be maintained by Machine Operators.

It is imperative that all relevant rules mentioned in G&SR Book, IRPWM and IRTMM regarding movement and working of Track Machines should be strictly followed and safety precautions should be ensured by all concerned. Walkie-Talkie may also be given to the Operators of Track Machines for use during run for better communication.

Compliance of above should be strictly ensured by Supervisors and Officers in the Division while conducting regular and surprise checks.

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PCSO

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2. Dy. Secy. to AGM- for kind information of AGM/ECR.
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6. All Sr.DSOs, Sr.DOMs, Sr.DEN/Co, Sr.DEE/TRD, Sr.DEE/Op, Sr. DME/C & W & Sr.DSTEs.
7. All concerned Supervisors & Staff.