

*Please issue
Amrith 19/6/2016*

S. N. S.

GOVERNMENT OF INDIA
MINISTRY OF RAILWAY
(RAILWAY BOARD)

No.2016/Safety-I/25/1

New Delhi, dated: 10.06.2016

✓ Chief Safety Officers,
All Indian Railways.

✓ CMD, Konkan Railway Corp. Ltd
Navi Mumbai.

Sub: Minutes of CSOs conference held on 24.05.2016 in Railway Board at New Delhi.

Please find enclosed the minutes of the above meeting. All Zonal Railways may circulate these minutes to the safety officers working in headquarters and also to Sr. DSOs in the divisions for information and compliance.



(Prafulla Chandra)
Director Safety-I

Copy to : PSO/CRB, PSO/FC, PSO/ME, PSO/MS, Sr.PPS/MM, PPS/MT, PPS/ML – for information of respective Board Members.

10/6/16
Advisor Safety and his team of officers – for information please.

DS-I

DS-II *10/6/16*

DS-III *10/6/16*

DS-IV *10/6/16*

10.6.16 o/c

**MINUTES OF CSO's CONFERENCE HELD ON 24.05.2016 IN RAILWAY BOARD AT
NEW DELHI**

Present

Railway Board

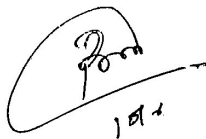
Shri AK Mital
Shri Mohd Jamshed
Shri AK Kapoor
Shri Hemant Kumar
Shri AS Upadhyay
Shri Om Prakash
Shri Prafulla Chandra
Shri Ashish Kumar
Shri P Srinivas
Shri Rakesh Choudhary

CRB
MT
ML
MM
Advisor Safety
ED/Safety-II
Director Safety-I
Director Safety-II
Director Safety-III
Director Safety-IV

Railways

Shri Shubhramshu
Shri Goutam Banerjee
Shri Sunil Kumar
Shri SS Mishra
Shri Niraj Kumar
Shri Sudhir Agrawal
Shri NK Ambikesh
Shri AK Tewari
Shri RK Gupta
Shri S Govindasamy
Shri SP Sahu
Shri N Kashinat
Shri Anil Kumar
Shri NK Gupta
Shri Sanjeev Mittal
Shri Rajesh Argal
Shri AK Halder
Shri L.K Verma

CSO/CR
CSO/ER
CRSE & CSO/ECR
CSO/ECOR
CSO/ NR
CSO/NCR
CSO/NER
CSO/NFR
CSO/NWR
Dy.CSO/Tfc/SR
CSO/SCR
CSTE & CSO/SER
CSO/ SECR
CSO/SWR
CSO/WR
CSO/WCP
CSTE & CSO/Kolkata Metro
CSO/Konkon Rly




Advisor/Safety welcomed the Member Traffic and CSOs to the conference. He mentioned that the reason behind convening this conference is the deteriorating safety scenario during the current financial year.

MT

The safety performance of Indian Railways has been commendable in the year 2015-16. There have been 107 accidents as compared to 135 in the previous year. However, the number of accidents have almost doubled during the current year. 19 consequential accidents have taken place till today as against 12 accidents in the same period of last year. The number of derailments have gone up. There is deterioration in all spheres including SPAD cases. 50% of the accidents have occurred in yards/stations. Derailments are taking place in mainline and loopline in station/yard where speed is 15 kmph. Hon'ble MR has expressed his concern over the rising trend of accidents. CSOs have to play a crucial role in ensuring safety in train operation.

2.0 Presentation by Railway Board Safety team:

- There have been 118, 135 and 107 cases of consequential train accidents on Indian Railways in the year 2013-14, 2014-15 and 2015-16 respectively. But in the current year (1st April to 20th May) consequential train accidents have risen to 19 against 10 in the last year during the same period.
- Although there has been a 20.7% drop in accidents in the year 2015-16 as compared to 2014-15, this is mainly due to reduction in UMLC accidents. There is a steady rise of derailments from 63 to 65 in the year 2015-16. Hence, special focus is required to be given to this development.
- There have been 26 cases of derailment on Engineering account. Yards and mainline tracks are required to be maintained better to control the derailments.
- In the current year the focus is required on ECR, NFR, NR and SR as the consequential train accidents at these four locations are as high as 300% in the current year.
- The major reasons for accidents in the last one year are the following:
 - Hot axle due to bearing allowed in service beyond the overhauling periodicity by NMP/SER.
 - Derailment due to over speeding over UMB/NR.
 - Hot axle as overdue ROH wagon allowed by Itarsi depot/WCR.
 - Buffer entanglement due to train entering loop at 77 Kmph in MGS/ECR.
 - Collision due to non following of due procedure in entering obstructed block section in DHN/ECR.
 - Cold breakage of axle due to improper UT by Raipur workshop resulting in derailment of M&E train over FZR/NR.
 - Non securing of stabled stock resulting in rolling down of formation over MB/NR and BCT/WR.
 - Shortcut by S&T and Operating staff resulting in operation of point under movement over FZR/NR.
 - Lack of Worksite Monitoring (NE/BSB , CR/MCST, EC/DNR)



- Non-Compliance of joint inspections of point and crossings (SEC/BSP). Out 65 derailments in 2015-16, 32 cases occurred in station sections and 18 in cases on point zones.
- Reasons behind accidents at UMLC have been so far due to:
 - Adequate infrastructure and signage as per laid down norms
 - Proper surface maintenance
 - Adequate width of the road at the intersection
 - Rectangular blocks
 - Missing speed breakers
 - Poor approach road
 - Non-availability of warning boards
- Some of the system deficiencies in the SPAD cases are as under:-
 - Non availability of speed recorders in EMUs working in harbor line of CSTM/CR
 - Crew were allowed to work without undergoing BA test/signing-on process at Kanpur/NCR.
 - Nasik home signal was shifted without advising crew.
 - Lack of brake power in dead loco due to not connecting of hose pipes between locomotives in LKO/NR.
 - Motorman was not subjected to aptitude test over DLI/NR.
 - Booking of LP(Goods) in B-Grade to work M&E trains.

3.0 Points raised by Railways

3.1 Central Railway

- CSO/CR pointed out problems being faced in Neral Matheran section having poor track conditions, very old rolling stock and under powered locomotives.
- Rail and weld failures are an area of concern.
- 18 UMLC are planned for elimination this year. With this, Central Railway will become UMLC free zonal Railway.

3.2 Eastern Railway

- CSO/ER expressed that adequate material is not available for replacement of worn out tongue rails in the zonal railway. Monitoring of tongue rail replacement is being done at HQ and divisional level.
- It is planned to eliminate all the UMLCs in Eastern Railway by December 2016.
- Large number of rakes received in Eastern Railway are with invalid BPC. E.g. from Feb'16 to Apr'16 number of rakes received with invalid BPC was 389 against total 2830 i.e. 13.75 %. Large number of defects are found in rakes received with invalid BPC.

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3.3 East Central Railway

- In the current year no. of consequential accident has been 03 as against 01 last year.
- Safety audits are conducted infrequently in ECR. In the year 2015-16 only 2 safety audits have been conducted instead of 6.
- The compliance of the safety audit of ECR is found to be very poor. CRSE/ECR who is looking after the post of CSO assured to identify the problems.

3.4 East Coast Railway

- CSO/ECOR pointed out that against a requirement of 30 rakes, only 17 rakes of rails were supplied to ECoR during 2015-16. As a result of this, there is severe backlog of urgent TRR and CTR works. Board was requested to consider supply of at least 40 rails of rakes to ECoR to overcome the deficiency of this critical item of P.Way.
- ECoR is having a severe shortage of supply of thick web switch and weldable CMS crossings, which are to be procured through Railway Board contracts. The same may be expedited. The requirement of 506 sets of thick web switches, 300 weldable CMS crossing for the year 2015-16 has been brought to the notice of the Board and permission has also been sought so that the zonal railway may procure these items.
- ECoR is also facing a severe shortage of CMS crossing. Although they have issued a purchase order of 450 crossings to be supplied in the next 3 years, but 100 nos are urgently required (25 were recently borrowed from SCR).

3.5 Northern Railway

- By March 2019 there is plan to eliminate 968 UMLC, out of which, 319 UMLC shall be eliminated by 2016-17.
- Gate Mitras are being provided with I card, uniform and essential equipment.
- NR raised various issues regarding framing "Policy" for Gate Mitras.

3.6 North Central Railway

- SPAD cases have increased recently. There were 2 cases of SPAD in JHS division within 24 hrs.
- CSO/NCR pointed out that availability of traffic block for track maintenance of ALD Division is very poor. On ALD-MGS-ALD section, there is availability of blocks of only 27.13% in UP direction and 20.36% in Down direction affecting maintenance of track.
- In 2016-17, 121 UMLC are planned to be closed.

3.7 North Eastern Railway

- CSO/NER informed that rail and weld failures have reduced.
- CSO/NER raised the issue of maintenance of non interlocked lifting barriers and boom locking for engineering gates as there is no system for inspection and maintenance of

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such gates.

- Zyglo testing of all Roller Bearing is not being done during POH in workshop (IZN/GKP).
- NTXR staff is not equipped with sufficient measuring gauges /tools.
- Data is downloaded by logging to www.REMLOT.in by divisions to randomly check continuity check, brake feel test, brake power test to ensure safe running of trains.

3.8 Northeast Frontier Railway

- Recently there had been two cases of derailment due to landslide. 13 locations have been identified as land slip prone sites and provided with watchman during 24 hours. Monsoon patrolling has already been started in entire section.

3.9 North Western Railway

- By March 2019, it is planned to reduce 649 UMLCs, out of which, 171 UMLCs shall be removed in 2016-17.
- Intensive monitoring of availability of Gate Mitras by LPs, ALPs, Guards and other Officers.
- Railway Board are requested to relax norms of changing the aspect of MLCs to "Open to road traffic" in following conditions also to improve safety at MLCs.
 - Visibility to road users/Loco pilot should not be a criterion as it has no bearing on safety.
 - No. of trains can be up to 36 nos. in the section as the work load of SM will be reduced as compared to 72 opening as per Railway Board norms of opening every 20 mins.

3.10 Southern Railway

- Major cause of derailments on Southern Railway is Rail fractures & Weld fractures. 80% of Rail fractures are due to liner seat corrosion. Speed restriction of 75kmph has been imposed on such sections till TRR is undertaken.
- Rail renewal of 200 km done at corrosion location during 2015 -16 and 220 km targeted during 2016-17.
- 21 Diamond crossings on wooden sleepers planned to be replaced with PSC layouts during 2016-17.

3.11 South Central Railway

- Caution order of 'stop & proceed' imposed at 21 UMLCs on low rail traffic section. 30 kmph speed restriction at 47 UMLCs on meter gauge section.
- Man of the Month Award was started in July 2013. So far 841 staff have been awarded.
- Crew working in other than the Zonal Railway to which they belong do not possess training and competency certificate.
- M/s Airtel not providing the call records for random checks. They are providing in

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accident cases only through Security branch. Revised guidelines may be issued by Board jointly with telecom directorate.

3.12 South Eastern Railway

- All defective rails and welding joints have been clamped with joggle/improvised fishplates after timely USFD test to avoid rail fracture/weld failure.
- Temperature of Axle boxes are being measured and recorded soon after termination/arrival of Loco at destination station by LP/ALP/ET in the log book and TLC/PPO are being advised.
- It is planned to provide 100% UMLCs with Gate Mitras.
- By March 2019, the target for elimination of 552 UMLCs are there, out of which, 185 UMLCs shall be eliminated by 2016-17.
- As many as 333 gates are to be manned within next 3 years. Sanction of posts for Gateman is required for Engineering department.

3.13 South East Central Railway

- Railway Board reported about not relaying/delay in relaying prima facie cause of accident. Also, an accident enquiry has pointed out, uneven loading as cause of a derailment which is not acceptable.
- CSO/SECR pointed out that the requirement of his railway for replacement of "D" marked rails is 14 KM in UP loaded direction, 34 KM in middle line and 248 KM in Down empty direction.

3.14 South Western Railway

- Safety performance has deteriorated in current year.
- By March 2019, 329 UMLCs shall be eliminated , out of which , 133 UMLCs shall be removed in 2016-17

3.15 Western Railway

- CSO/WR informed that a large number of cases of derailment of containers flats in different yards while negotiating reverse curve on multiple cross over due to rigid coupling in the form of slack less draw bar coupler.
- CSO/WR informed the need to revise the basis for ATVU census of level crossing gates, as in the present system, 2 wheeler vehicles are not counted during the census.
- Regular and extensive public awareness campaign by means of personal interaction and video on safety at UMLCs are displayed in cinema halls and local cable network in various districts. Gate Mitras are also provided on vulnerable UMLC to educate road users.

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3.16 West Central Railway

- CSO/WCR informed that rails and weld fracture over WCR has come down to 71 in 2014-15 to 39 in 2015-16 and has been achieved through CTR, TRR, TSR, TFR, TWR, turn out renewal, deep screening, USFD testing, tie temping, turn out temping, joggled fish plating of welds and distressing works.
- WCR has become the only railway with no UMLCs and is attempting to eliminate its manned level crossings as well.

3.17 Kolkata Metro

- Self glowing type signage for "EXIT" was provided at platform in tunnel section to avoid mishap during electricity failure.
- Old cables of Panels and Battery rooms were removed and disposed off.

3.18 Konkan Railway

- Rail fracture / weld failure is one of the critical issue. Problem is compounded due to coastal area corrosive environment.
- Boulder fall/soil slip in deep cutting during monsoon is an area of concern. Geo safety work at 65 cuttings is planned in phased manner.

4.0 Points raised by Board Members

4.1 CRB

The expectation of the travelling public is a safe railway system and traditionally IR has been considered very safe. However, of late there have been a series of accidents which indicate that enough precautions are not being taken. The assets are not being maintained to the required standards and reliability of railways assets is a matter of concern. Accidents will not come down, if we continue to dilute the responsibility for accidents. Some of the serious cases are:-

- On ER, the cattle run over case happened to the first train and the second got derailed after entangling with the carcass.
- On CR, the accidents of Narrow Gauge are not reported.
- Recently, in 4 cases, the Gate Mitras were available on gate where accident took place. The system of monitoring Gate Mitras is to be checked and tightened.

Responsibility for safety is of the DRM and other officers who are running the system. A drive should be launched to ensure that all the cross overs and points are physically checked. Similarly, the preparations for rainy season be checked and a compliance be sent to Board. Monitor the working of Loco Pilots. Those who are working properly, should be awarded.

4.2 MT

1. CSOs should follow up action taken on deficiencies with the DRMs and discuss these issues during safety meeting with the GM.
2. ART/ARMV should be inspected thoroughly to ensure full complement of material.
3. Running room should be inspected at the prescribed periodicity by the Divisional Committees.
4. Each SAG Officer should conduct minimum two inspections per month. Instructions need to be issued from Railway Board.
5. Safety team should interact with the staff to understand their grievances.
6. Training centers should be audited. Instructors of these centers should be utilized for conducting seminars.
7. Staff who do exemplary work should be awarded.
8. Inspections by all branch officers to be ensured.
9. CSOs should analyse accidents division-wise/departments-wise.
10. Publicity awareness campaigns should be launched at regular intervals.

4.3 ML

- 1) 11 cases of SPAD (5 Elect + 6 DSL) are reported during current year up to 22nd May as compared to 05 (3 Elect + 2 DSL) cases during same period of previous year. This is a matter of serious concern.
- 2) On Electric Loco and EMU/MEMU, it is observed that number of SPAD cases were quite high on CR (33%), SR (21%), SCR(17%) and WR (13%) during 2015-16. Contribution of EMU & MEMU was about 42% in these SPAD cases. There is need to analyze these cases and take appropriate action to reduce such cases.
- 3) A drive for counselling of LPs and interaction with their families may be launched on the similar lines of counselling drive already done in few divisions like DHN.
- 4) Personal interaction of officers with running staff especially LP/ALP involved in SPAD is a must to gather actual situation / mental state of crew at the time of incidence which would be extremely useful for taking remedial measures.
- 5) CUG call details analysis may be done frequently.
- 6) All ALPs should be counselled for applying emergency brakes by opening of RS valve in case LP is not vigilant or not reacting according to signal aspect.
- 7) Railways should ensure that signal sighting committees go on line and ensure that there is no obstruction to the visibility of signals during day or night.
- 8) It is observed that Loco Pilots are engaging in packing of their belongings while train is in motion at the time of reaching their destination (crew beat). This situation leads to SPAD incidence. This aspect may be monitored during footplate inspection.

4.4 MM

1. Inquiry reports are not bringing out the correct reason for the accident. Defect and its effects should be established during the course of the inquiry. Inquiry report should also focus on the preventive steps.
2. Snapshots of ultrasonic testing should be preserved. This will not only help to cross-check the quality of testing but also will help in investigation in case of an accident.
3. Stress management camps with the family members should be conducted.
4. WR has prepared a video regarding counseling of Locopilot. This should be circulated to all the Zonal Railways.
5. Meditation/yoga should be encouraged among running staff.
6. The concept of crew friendly lobbies needs to be implemented over IR wherein mileage and pay issues, personal grievances like quarters maintenance etc. are also addressed.
7. The abnormal increase in SPAD cases during the current financial year is a matter of serious concern. The measures discussed today should be immediately taken, to arrest this trend.
8. The Railway houses allotted to the crew are not maintained properly this needs to be improved.

A handwritten signature, possibly 'J. D. D.', is written above the initials 'LSK'.