

Government of India
Ministry of Railways
(Railway Board)

No.2009/Safety(A&R)/19/30

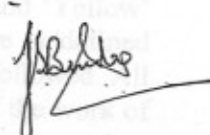
New Delhi, dated 12.02.2010

Chief Operations Manager,
North Central Railway,
Allahabad.

Sub: Maintenance of Signalling Gears in Mid-Sections.
Ref: Your letter No.T/Gen/HQ/Inst./03/05 dated 20.01.2010.

The above referred letter has been perused. In this connection Board's letter of even number dated 18.01.2010 may be referred to (copy enclosed for ready reference). It would be seen that the Joint Procedure Order issued on your Railway signed by COM & CSTE is at variance with Board's guidelines, which may please be reviewed.

Encl.: As above.


(J.S. Bindra)
Joint Director/Safety
Railway Board

कृपया जारी करें
दीपचन्द
10.2.10

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रेल मंत्रालय Ministry of Railways रेलवे बोर्ड Railway Board अनुलग्नक सहित जारी Issue with Enclosure हस्ताक्षर Signature जारी की तिथि Date of Issue

S.No. 7

Government of India
Ministry of Railways
(Railway Board)

No.2009/Safety(A&R)/19/30

New Delhi, dated 18.01.2010

General Managers
All Indian Railways
Including Metro Railway, Kolkata
Konkan Railway Corporation and Railway Electrification.

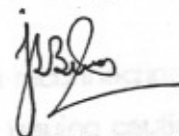
Sub: Disconnection for attending failure at relay huts in Automatic Signalling Territory.

Ref: COM/NCR letter No. T/Gen./Corresp./17/06 dated 23.12.2009. [Copy Enclosed]

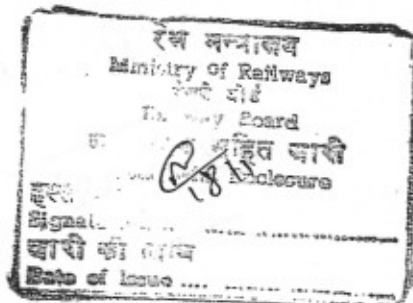
The matter has been examined in Board's office. The Station Master's office is in many cases too far away from some of the Relay Huts in Automatic Signalling Section/Territory. It would not be practicable for the signal staff to first go to the SM office to collect the key of the Relay Hut and then walk back all the way to the Relay Hut to rectify/attend a failure. In the present system, safety is ensured as the signal staff has to put the Automatic Stop signal in its most restrictive aspect; the Automatic Signals before this signal would in succession show 'Double Yellow' and 'Yellow' aspects thereby warning the Loco Pilot to slow down his train. There is defined responsibility on the signal staff to ensure that this safety stipulation is followed. All Railways must ensure that the signal staff records the time of the start of the work of attending the failure of Automatic Signal in their log book, and later the time when he completed the work and normalized the signal.

The proposed changes have therefore, not been agreed to. The existing laid down provisions are considered adequate for maintenance, while at the same time, ensuring safety.

Encl: As above.


(J.S. Bindra)
Joint Director/Safety
Railway Board

- Copy: 1. Chief Operations Managers - All Indian Railways.
2. Chief Signal and Telecommunication Engineers - All Indian Railways.
3. Chief Safety Officers - All Indian Railways.



Head Quarters Office,
Operations Department
Allahabad

No. T/Gen/Corresp/17/06

Date: 23.12.2009

Advisor/Safety,
Railway Board,
New Delhi.

Sub: Disconnection for attending failure at Relay Huts in Automatic Signaling territory.

In automatic signaling territory, whenever an automatic signal fails, S&T department is asking for disconnection memo from the station master of the station concerned. There is also a suggestion that the keys of the Relay Huts be kept with the SM and the maintenance staff takes the key with the permission of SM before going to attend the defective signal in the block section. These have two implications -

1. Since the relay hut of the concerned failed signal is in the block section and the SM does not have any control, he has no control over what is being done by the S&T staff at the relay hut.
2. During disconnection, the maintenance staff has to ensure that the failed signal being attended is at its most restrictive aspect. Else, any other aspect may have safety implications especially when a train after passing the defective signal is stopped out of course on ACP or any other trouble.
3. Till the signal is rectified and the maintenance staff gives reconnection memo, all the trains will be stopped at the station concerned for issuing caution order stating that the signal in question should be treated as defective and the driver should pass as per rule for passing signal in 'ON' position. This will have adverse effect on the train operation.

We may examine

for safety - $\frac{15}{85 - \sqrt{1}}$

KC
23/12

The operating department has following observations to make in this regard -

1. The S&T maintenance staff should attend the signal by simply giving a written memo in this regard stating also that during the time signal was being attended, this signal will remain in 'ON' position and drivers of the trains will work trains as per the aspects (YY and Y) of the signals ahead of the defective signal. Since the defective signal will be in 'ON' position, the driver will pass it in 'ON' position as per rules. There appears no need for stopping all trains at the station for issuing caution orders.
2. Keeping keys of the relay huts with the SM does not guarantee that duplicate keys will not be prepared by anyone and signals are tampered with without the knowledge of the SM.

It is requested that the matter be got examined and necessary guidelines issued.

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(U.K. Singh)
Chief Operations Manager

(S. Bindra)
Joint Director Safety
Railway Board

