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

No.2010/Safety(A&R)14/2

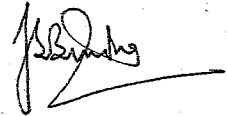
New Delhi, dated 16.11.2010

**Chief Operations Managers,
All Indian Railways,
Metro Railway, Kolkata,
Konkan Railway Corporation, Mumbai.**

**Sub: Minutes of Chief Operations Managers' Conference on
Safety held on 26th October, 2010.**

Please find enclosed the minutes of the above Conference. These may be circulated to the concerned officers working in Headquarters as also to the Sr. DOMs and Sr. DOMs(G)/DOMs(G) in the Divisions.

Action taken on these minutes may be advised to Board.



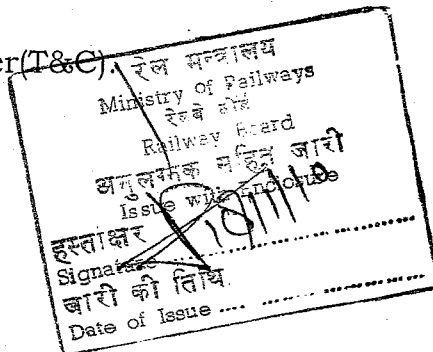
**(J.S. Bindra)
Joint Director/Safety
Railway Board**

Encl: As above (06 pages).

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Copy for information to:

AM/Traffic, AM(IT), Adviser(T&C).



कृपया जारी करें
दीपचन्द
16-11-10

Minutes of COMs' Conference on Safety held in the Board
on 26th October, 2010

Present

Railway Board

Shri Vivek Sahai, Chairman
Shri Pradeep Bhatnagar, AM/T
Shri Pramod Uniyal, AM/IT
Shri Kamlesh Gupta, Advisor/ T&C
Shri Sunil Kumar, Advisor/ Safety
Shri J.L. Arora, Director/ Safety I
Shri Sandeep Jain, Director/ Safety III
Shri J.S. Bindra, Jt. Director/ Safety II

Zonal Railways

Shri Satya Prakash, COM/Central Railway
Shri Rakesh Saxena, COM/Eastern Railway
Shri RS Pandey, COM/East Central Railway
Shri RK Tandon, COM/East Coast Railway
Shri Indra Ghosh, COM/Northern Railway
Shri UK Singh, COM/North Central Railway
Shri AC Lathe, CPTM/North Eastern Railway
Shri M Sunder Ram, COM/Northeast Frontier Railway
Shri Deepak Dave, COM/North Western Railway
Shri AK Patnaik, COM/Southern Railway
Shri SK Agarwal, COM/South Central Railway
Shri Kundan Sinha, COM/South Eastern Railway
Shri Ajay Shukla, COM/South East Central Railway
Shri NC Sinha, COM/South Western Railway
Shri Amitabh Lal, COM/Western Railway
Shri KL Pandey, COM/West Central Railway
Shri KL Dixit, COM/Konkan Railway Corp. Ltd

Advisor /Safety welcomed the COMs to the meeting. He requested the Chairman, Railway Board & Member Traffic to address the gathering.

Address by Chairman, Railway Board

- i) Traffic volumes have been increasing continuously. However, the line capacity calculations are still done based on age old formulae. With improved signalling, the calculations need revision.
- ii) COMs should demand whatever is needed to run trains. Safety issues in train operations pertain primarily to COMs and not to CSOs.
- iii) COM/G and Dy. COM/G should be assigned to look after Operational Safety. Wherever COM/G or Dy COM/G are not available, an HOD of Commercial Department, say CCO, may be re-designated as COM/G, if required.
- iv) Training of running staff has been compromised in the last two decades. Nominated officer in HQ to look after Training should inspect the ZRTIs. COMs must audit the training school curriculum. Drivers should be imparted training according to the sections and locomotives they are working on.
- v) COMs should have a feeling of ownership towards the running staff. Running Staff including their DAR should be controlled by Operating Officers.
- vi) Collisions and SPAD cases are a cause of concern. We need to arrest the trend through better monitoring of running staff.
- vii) Young officers are not thoroughly conversant with G&SR and Operating Rules.
- viii) Instead of a mix of various types of stock, it is better to have one type of rolling stock in a rake and run it at optimal speed.

- ix) Though the CMS has been introduced through CRIS, yet the dual system is being followed and manual registers are still being maintained. Memory problem, communication problem, etc in the CMS system need to be resolved.
- x) Approximately 300 out of 450 lobbies on Indian Railways are on computerized CMS. However, when a driver goes to other lobby where computerized CMS is not there, the manual entry is necessitated. There remains room for manipulation.
- xi) Gate signals are not being scrupulously followed by loco-pilots. Often they slow down and pass on 'Red' gate signal. Ambush checks should be conducted to arrest such lapses.
- xii) LI/TIs should be used for improving train operations. Though the troubleshooting may also be part of technical training, G&SR should be taught to LPs/ALPs at ZRTIs.
- xiii) Subsequent to Badarwas accident the Parliamentary Standing Committee on Railways has summoned Railway officials for evidence. Loco-pilot and ALP were talking on cell phones in this particular accident and were over speeding. Presumably they were in a hurry to make up for the loss of time. Operating officers should monitor through control charts that make up for the lost time should not be through over-speeding. Often it is noted that loco-pilots are not aware about sectional speeds, speed potential of the rolling stock, thereby reducing the utilization of assets.
- xiv) During the accident management it is noticed that excessive number of ARTs are ordered. In Badarwas accident, as many as 10 ARMEs/ARTs were ordered. Two ARTs on single line section and maximum three on double line section should normally suffice. MFD equipments may also be brought in truck by road. It is seen that Sr. DOMs are found lacking in accident management.
- xv) VCD on locomotives should be functional. All officers should monitor it during their inspections. Sr. DOMs should make 4-5 inspections a month and should not be lenient with errant officers and subordinates.
- xvi) This year the fog is likely to set in early. COMs should be ready to deal with fog in the next 15 days.
- xvii) Changes in signaling over NCR as per new system should be commissioned by 15.11.10. It is learnt that some cabling work is required. GM/NCR should expedite. Delhi-Palwal section should be ready by 15.11.2010.
- xviii) Speed guns should be procured and utilized for speed checks in a random manner and during ambush checks.
- xix) In three aspect signalling, run through is indicated by green aspect of the Distant signal in double distant signaling territories. Detonators are not required in such a signalling system. For single distant territories, GR is being modified shortly whereby Green aspect will indicate run through and double yellow will indicate stoppage on the starter on the main line or reception on the loop line. Notification shall be issued shortly.
- xx) Level crossing gates should be opened at least once every 20 minutes to clear the road traffic. General instructions may be issued. Railways have to cater to the needs of growing society.
- xxi) The policy for increased manning of LC Gates has reduced GM's focus on building the ROB/RUBs/Limited Height Subways. Some governments are very conservative in building ROB due to acquisition of land. Limited height subways may then be constructed. These also cost less.
- xxii) As pointed out by COM/ KRCL, the cost of training to personnel of KRCL should not be charged at par with other private parties as KRCL is a part of the Railway family.

- xxiii) Adequate training through the suppliers for newer technological assets like data loggers, BPAC and other SSI works should be carried out.
- xxiv) It is reported that data loggers do not give an input in PDF file. There is a possibility of manipulation by signalling staff. Therefore, the data logger data should be jointly downloaded with officers of safety organization.
- xxv) In one incident of non-interlocked working at Jalandhar, breakage of clamp has been reported. It is suspected that the driver has trailed through the point as the force on the clamp is not large enough to break it. COM/ NR may examine.

Address by Adviser/Safety

- i) This year fog may set in little early and we must prepare ourselves with adequate precautions to prevent accidents.
- ii) Failure of assets should also be closely monitored.
- iii) Board has issued instructions to COMs to prepare the physical infrastructure for setting up of Assessment Centres for Aptitude Test. The concerned 7 COMs have been requested to prepare estimates and get the physical work done.
- iv) Though the manning has been proposed on a large scale, an ASM can at best handle 2-3 manned level crossings. More than this number causes bottlenecks in train operations. Therefore, construction of ROB, RUB and Limited Height Subways should be done on priority.
- v) On Northern Railway there has been no OHE failure in the current year. If it is an improvement, it is worth appreciating. Derailments on NR have gone up.
- vi) Derailments at planned work-spots are worrisome. Awareness about Safety arrangements among other than Railway agencies is poor. At times major works are well supervised but small projects are carelessly handled which cause accidents.
- vii) Action taken in SPAD cases is not adequate. Out of 100 cases 49 are still under DAR. DRMs may be sensitized about it.
- viii) DFCCIL has requested Zonal Railways for sharing of ARMEs/ARTs/Cranes in the event of accidents. COMs may examine the feasibility for the same.
- ix) Use of VHF sets, CUG phones for line clear, etc. by the operating staff should be avoided. The order of precedence for communication should be adhered to.

Address by AM/Traffic

- i) CSOs/Sr.DSOs/DSOs are no longer available to look after safety issues of Traffic department. COMs should own up the Safety in Train Operations at all levels. They should nominate a Traffic officer to look after Safety.
- ii) COMs should own the drivers and look after their training, adherence to 10 hour duty rule and their field performance.
- iii) Punctuality loss and interchange loss are highlighted and monitored at many levels. Shortcut methods by Station staff and Running staff to avoid such losses are to be discouraged.
- iv) Sudden change of platform at bigger stations has major impact. We should not allow this just to save a few minutes.
- v) At times station staff colludes with signalling staff to hide signalling failures. This should not be allowed.
- vi) Young officers should be advised to carry out frequent in-depth and qualitative inspections.
- vii) Supervisors and Traffic Inspectors should carry out detailed inspections to point out shortcomings, interact with field staff to understand their problems and try to solve them.

Address by AM/IT

- i) With increased computerization a lot of data is available. However, due to lack of analysis the trends are not captured and remain unnoticed. We must develop such application software which analyzes the data and gives meaningful reporting. If needed formats of CMS MIS may be suitably changed.
- ii) Operating department should have the ownership of crew.
- iii) Fog instrumentation should be developed based on flasher or any other out of box solution. Information Technology's role in this may also be examined.

Address by Advisor/ T&C

- i) As every department defines its own parameters of safety, COMs and concerned Operating officers should decide the rules/ regulations and parameters of safety in Operations.
- ii) In the earlier set up TS (Safety) under COM and DOM (G) under Sr.DOM looked after the safety in operations. TS (Safety) has now been re-designated as CSO and separated from Traffic Department. COMs should nominate Traffic officers at headquarter and divisions to look after safety in operations.
- iii) General Rules and Subsidiary Rules are prepared by Operating Department. Powers to amend Unified Subsidiary Rules and Subsidiary Rules lies with the COMs.
- iv) Member Traffic is the authority on behalf of Minister of Railways to issue GRs and on Zonal Railways COMs have the authority to frame operating rules.
- v) Train accidents have operational repercussions. It is for this reason that some accidents are classified as 'Consequential' and others 'Non-Consequential'. Accidents of road vehicles with trains at unmanned level crossings are mostly minor and do not have consequential impact. However, these are still classified as consequential train accidents.
- vi) On several occasions signal failures have been reported as human failure. These should be classified as 'Equipment Failures'. Signal failures have potential to cause collisions.
- vii) Accident Manuals are to be issued by COMs. They should exercise control on issues related with ARTs. For strategic reasons we should not be sharing ART with Dedicated Freight Corridors (DFC) and ask them to have their own. Board has instructed to make ART fit for running at 100 kmph. On some of the Railways CMEs have restricted it to 70-80 kmph.
- viii) COMs should highlight any instruction on level crossings, which adversely affects the train operations. COMs are now empowered to frame their own working instructions for manned LC Gates.
- ix) Comprehensive Policy guidelines for manning and interlocking of LC Gates have been revised recently. CRSs insistence for manning and interlocking of unmanned LC Gates within station limits no longer remains applicable.
- x) Back-up Power supply for signals is an important issue for Safety. Para 16.1.5 of the SEM states '*The signal shall not become blank if main power source fails.*' COMs should prevail upon the CSTE on their Railway to ensure signal power supply arrangements according to provisions.

Points mentioned by COMs

COM/ Eastern Railway

- i) The supply of Tail Lamp and HS Lamp is of sub-standard quality. In view of non-availability of approved sources, it is difficult for zonal Railways to have quality control.
- ii) There is a vast difference in procurement price from RDSO approved sources and open tender.
- iii) The large number of vacancies is alarming. RRB has not given panel of staff in the last 2 years. Through MCDO of GM, the vacancy status is regularly highlighted. RRBs should be impressed upon to declare the panels.

COM/ Northern Railway

- i) Working of level crossing is basically same whether it is normally open to road or closed to road.
- ii) Northern Railway shall conduct trials with flashing red light on Fixed Lamp of SLRs in five pair of M/E train. This will improve visibility for train in rear during dense fog.

COM/ North Central Railway

- i) The implementation of recommendations of CRS is handled by CSOs. CSOs on several occasions have issued instructions to field officers even on operating matters though this should have been done by COMs.

COM/ North Western Railway

- i) CRS has recommended that at Std. I interlocked stations where lines are not isolated, during crossings, both trains should stop at home signal. This will put severe operational restrictions. NWR has made a reference to Board in this regard

COM/ South East Central Railway

- i) 'Rules for Opening of Railways' and 'General Rules' have different distances for overlap.
- ii) CRSs sometimes give instructions much more restrictive than those permitted by GR. SECR has made a reference to Board in this regard.

COM/ South Western Railway

- i) Adequate man power should be sanctioned while opening new stations. TT dte should process for standard norms.
- ii) Provision of second ASM at busy wayside stations may also be considered.
- iii) There is a tendency among the users to save on cells while using HS lamp and Tail lamps. We may design these equipments on rechargeable batteries.

COM/ Western Railway

- i) Board has issued instructions to open level crossings once every 20 minutes for smooth passage of road traffic. We should aim at making uniform instructions all over India.

COM/ West Central Railway

- i) For creation of second ASM post we must make job analysis. However, equivalent money value through surrender is still required for creation of post.
- ii) CRS has recommended that at Std. I interlocked stations, during crossings, both trains should stop at home signal. This will put severe operational restrictions. WCR has made a reference to Board in this regard.