

# DFCR Safety Bulletin No. 1/2020

No. HQ/OP&amp;Safety/Safety Bulletin/2020

Dated: 28/08/2020

### All CGMs of DFCCIL

**All Field Official of DFCCIL,**

**ALL TIs/SMs/ASMs of DFCCIL,**

**Subject: Safety Precautions on Live OHE (2X25 KV Traction) on DFC Railway line.**

A fatal accident was happened on 24.08.2020 due to electrocution at FOB on WDFC at Nizampur station (IR) between New Ateli – New Dabla stations of WDFC. In the enquiry report it was mentioned that the cause of death was due to electric shock (as per PMR) and it is presumed that the deceased person may have contacted to the live wire through some external conducting material because the clearance between feeder live wire and railing's hand rail was measured 1.34 mtrs and no one can touch this wire directly by his hand.

However, during investigation it was noticed that protective screens were not provided on this FOB and stairs case to prevent such type unauthorised access.

**To avoid such type of incidents in future, the following rules of ACTM and P.Way Manual (IR) should be adhered strictly:**

- (i) Para 10422 – General Precaution (AC Traction Manual-Volume 1)
- (ii) Para 286 of Indian Railways Permanent Way Manual (Additional precaution in A.C. traction area)
- (iii) Para 289 of Indian Railways Permanent Way Manual (Treatment of person suffering from Electric shock)

(Sudhir Chandra Kumar)  
Manager/Traffic & Safety

Copy to:

1. Secretary to MD for information of MD.
2. Director/OP&BD for kind information.
3. Director/PP for kind information.
4. ED/EDFC & WDFC for kind information.
5. All GGMS/GMs/AGMs/JGMs for information & necessary action.

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## **DFCR Safety Bulletin No. 2/2020**

No. HQ/T&S /Safety Bulletin/2020

Dated: 04/09/2020

**All CGMs of DFCCIL**

**All Field Official/TIs/SMs/ASMs of DFCCIL,**

**Subject: Safety Precautions during shunting or obstruction in block section.**

On 03.03.2020 an incident took place at New Khurja station of EDFC regarding bursting of point no. 274a by a Diesel light Engine returning from NTC siding after placement of Ballast load.

During investigation following shortcomings/human failures were observed -

1. Authority was issued to Loco pilot to pass Home Signal no. S-70 in DN position, to receive the train in line no.3 but SM/KRJN received another train UP HSYG in this line to dispatch for Khurja (IR) station by changing the position of point no. 274a, normal to reverse.
2. However the dispatch signal for UP HSYG was not given, meanwhile light diesel Engine coming from NTC entered in yard passing Home Signal S-70 in ON position without observing hand signal of shunting staff resulting trail through of Point no. 274a in reverse position.

**To avoid such type of incidents in future the following precaution should be taken:**

- ✓ • Before allowing any non-signal movement, correct setting of point must be ensured and shunting shall be performed under the supervision of the authorised competent railway servant by observing his hand signal.
- If any line has been allotted for return movement of a train than that line should not be allowed to occupy by any other train till the arrival of that train/completion of shunting.
- Whenever any authority is issued to the LP of a train to pass a reception signal in "ON" position, than competent person should be deputed at the foot of that signal to display hand signal.
- In Absolute Block System of working, rule no. 103 and in Automatic block signalling system, rule no. 119 of DFCR G&SR should be followed during shunting.
- ✓ • No unauthorised person should be allowed to supervise shunting movement.

*A.9.2020*

**(Sudhir Chandra Kumar)**  
**General Manager/Traffic & Safety**

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- ✓ 3. ED/EDFC & WDFC for kind information.
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**DFCR Safety Bulletin No. 3/2020**

No. HQ/OP &amp; Safety/Safety Bulletin/2020

Dated: 11/09/2020

**All CGMs of DFCCIL****All Field Officials/TIs/SMs/ASMs of DFCCIL,****Subject: Securing of vehicles at stations/Block sections.**

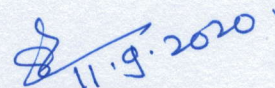
On 16.09.2019 at 06:45 hrs, an incidence of rolling down of Ballast train consisting Loco no. 171 with four BOBYN wagons took place between New Haripur and New Bangurgram on WDFC. The train roll down for about 49 kms. During investigation following lapses were noticed: -

On arrival at Sendra Station (IR), the loco pilot shut down the loco as per instructions of L&T controller. The load stabled on down line of WDFC. The LP/ALP left the train unmanned without handing over the charge to the incoming LP/ALP and left the load without securing.

Due to the vibrations of trains running on IR route and down gradient on DFC, this ballast train rolled down from the site (IR km 360/6-7) which finally controlled and got stopped near IR chainage Km 409/7.

**To avoid such type of incidents in future following rules should be adhered strictly:**

- Rule 147 of DFCR- G&SR (Securing of vehicles at Stations)
- Rule 196 of DFCR- G&SR (Loco Pilot not to leave train till handed over.)
- Rule 197 of DFCR- G&SR (Loco Pilot not to leave locomotive when on duty.)



**(Sudhir Chandra Kumar)**  
**General Manager/Traffic & Safety**

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## DFCR Safety Bulletin No. 4/2020

No. HQ/OP & Safety/Safety Bulletin/2020

Dated: 18/09/2020

**All CGMs of DFCCIL**

**All Field Officials/TIs/SMs/ASMs of DFCCIL,**

**Subject: Duties of Station master when a Stop signal is defective.**

DFCR- G&SR – Rule 209 3(a) is reproduced below: -

*“at stations where indication of point for its setting and locking is verified on Station Master’s panel independent of signals coming “off” or not, the reception or despatch of trains on defective signal shall be arranged without clamping of facing points thus verified.”*

The above rule is further clarified that, at stations, where point indication, lock indication and route indication are specifically provided on the panel/VDU, and after operation on the EI/PI, the Station master is unable to take ‘off’ any stop signal (Approach/Departure) of the concerned route. The loco pilot shall be issued form No.11&12 in accordance with G&SR 211,212 (as the case may be).

But, **SM shall personally ensure** the indication displayed in the VDU/panel that the route is clear, the points are correctly set and the point indications are not flashing, with the point lock indications (including isolation point), crank handle ‘IN’ indication for the entire route, and overlap portion (if any) are lit and remained steady, Level Crossing gates, if any, are closed, thereby fulfilling other requirements, reception/despatch of trains on Defective Signal Advice may be arranged without clamping and padlocking points of the concerned route.

**In addition to above, the following rule should be followed strictly.**

- Rule 208, 209, 211, 212 of DFCR- G&SR and other concerned para must be followed in case of stop signal is defective.

The copies of the above may be circulated to all Stations. Safety meetings may be held involving train passing staff, to educate the staff concerned on precautions to be taken during failure of stop signal.

*18.9.2020*

(Sudhir Chandra Kumar)

**General Manager/Traffic & Safety**

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## **DFCR Safety Bulletin No. 5/2020**

No. HQ/OP & Safety/Safety Bulletin/2020

Dated: 25/09/2020

**All CGMs of DFCCIL**

**All Field Officials/TIs/SMs/ASMs of DFCCIL,**

**Subject: Protection of Worksite.**

During foot plate inspection from New Rewari- New Phulera on 30.08.2020 by Director/OP&BD, Rail Car held up for 10 minutes at OHE masts No.1123/28 as Engineering Staff were working by placing Red Banner flag on DN line. This banner flag was not placed properly to protect the Worksite; rather it was placed on other end. Counselling of the staff and supervisor is essential to follow and inculcate safe practices of working.

**To avoid such type of incidents in future, the following rules of DFCR-G&SR and P. Way Manual (IR) should be adhered strictly:**

- (i) Para 804, 805, 806, 807, 808 & 809 of Indian Railway Pay Way manual.
- (ii) Rule 241 of DFCR- G&SR (Precaution before commencing operation, which would obstruct the line).
- (iii) Rule 242 of DFCR- G&SR (Showing of signals to stop a train in case of obstruction or when the line is under repair but movements of trains on that portion of the track need not be suspended.)

Since safety is a paramount importance, it is desired that the concerned staff of DFCCIL, PMC and Contractors working on DFC Routes should ensure the adherence of all safety precautions mentioned above. The copies of the above may be circulated to all Stations.

  
(Sudhir Chandra Kumar)

**General Manager/Traffic & Safety**

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## **DFCR Safety Bulletin No. 6/2020**

No. HQ/OP&Safety/Safety Bulletin/2020

Dated: 29/10/2020

**All CGMs of DFCCIL**

**All Field Official of DFCCIL,**

**ALL TIs/SMs/ASMs of DFCCIL,**

**Subject: Safety precaution to be taken while undertaking construction activities on DFCR parallel to Indian Railway Track.**


On 24/10/2020 a serious incident was reported from WDFC regarding one Tractor alongwith trolley (Registration no-RJ36 RA-1005) engaged by contractor Taximaco Rail & Engineering Ltd for PCC work between New Bangurgram- New Haripur (IR stations Beawar- Amarpura Km 347/4-5) got stucked on IR track UP line.

At this location DFC track alignment is on High level and IR track is on low level. The tractor was working between WDFC and IR track.

Contractor's site engineer and safety engineer failed to take precautionary measures when work was being executed in close vicinity of IR track. Driver of the tractor lost the control while reversing resulting tractor rolled down and stucked on UP line of IR.

Almost 70% of DFC track is parallel to Indian Railway track. It is of utmost importance that all safety precautions mentioned in 'SHE' manual and circulars issued time to time by DFCCIL and Rly Bd, must be observed while undertaking any construction activities, especially in close vicinity of IR track to avoid any untoward incident. Due to carelessness and non observance of rules and procedure at work sites, similar incidence also happened earlier. To avoid such type of incidents in future, the following rules and instructions should be adhered strictly:

1. Strict compliance of rules/instructions mentioned in 'SHE' manual and Railway Board letter No.2017/Safety(A&R)/26/11 dated 12.12.17 must be ensured at work sites. Proper training and counselling of staff is very much essential.
2. If any work is required to be execute in close vicinity of IR track then it will start only under block protection and by adopting all safety measures. Presence of Contractor's supervisor, PMC supervisor and DFCCIL supervisor is essential to ensure safety. IR supervisor should also called if required.
3. No road vehicle should be allow to ply between DFC track alignment and IR track alignment near IR track without proper protection of site.
4. If contractor was violated the rules and instructions of 'SHE' manual then punitive action should be taken against him as per contractual provision and action taken also conveyed to GM/TS/CO for further information of MD and Dir/OP&BD.

  
(Sudhir Chandra Kumar)  
GM/Traffic & Safety

Copy to-

1. Secretary to MD for information of MD.
2. Director/OP&BD,PP,INFRA for kind information.
3. ED/EDFC & WDFC, GGM/GMs/CO for kind information.