

NORTH WESTERN RAILWAY

No. NWR/HQ/Safety/SD/07/24

Headquarter Office

Jaipur

Date 15.03.2024

Safety Drive No. 07/2024

DRMs- AII, BKN, JP, JU.

Sub: Week long safety drive from 18.03.2024 to 24.03.2024 Identification of Signal with poor visibility.

Ref: (i) Railway Board's Letter No. 2024/Safety-1/3/3 dated 08.03.2024 (Copy enclosed).

A case of "SPAD by EMU Local motorman resulting in side collision with Goods Train and derailment of both the trains at Shaktigarh Station of Howrah Division of Eastern Railway occurred on 10.05.2023". Inquiry committee has found that "Visibility of Home Signal provided on extreme left side was obstructed by BTPN Goods train moving in parallel" is one of the contributory causes of the accident.

Accordingly, a safety drive for one week from 18.03.2024 to 24.03.2024 is launched to check the efficacy of the signals provided on extreme left/right having visibility obstructed by highest rolling stock, involving officers of division & headquarter.

Effective corrective action, including provision of Gantry Signals (Ref: Board's letter no. 2023/Safety(Inquiries)/16/2 dated 12.12.2023), should be taken on all deficiencies and irregularities noticed during the drive. Sr. DSOs be directed to critically analyze all data to identify systemic deficiency and action taken/planned to be taken with timeline should be sent to this office by 28.03.24.

Compliance of aforesaid drive may please be updated on Google spreadsheet. Link of Google spreadsheet is given below-

<https://docs.google.com/spreadsheets/d/1v3o1hTU8Kp5DquvPLegOry1JQnKofvLkRVVCZgdsdA8w/edit?usp=sharing>

On completion of the drive, the final outcome of the drive along with action taken / planned to be taken with PDC should be furnished to this office by 28.03.24 in following Performa.

(i) No. of checks conducted.....

Date	Designation of inspecting Official	Grade (JS/SS/JAG/SAG)	Location where check conducted	Deficiencies/irregularities noticed	Action taken	PDC

(Manvendra Singh Raghav)

Dy. CSO/Engg.

for Pr. Chief Safety Officer

DA- As above

Copy to: PCE, PCME, PCEE, PCSTE & PCOM

Secretary to GM for kind information of GM

Secretary to AGM for kind information of AGM

Sr. DSOs- AII, BKN, JP, JU- for necessary action and follow up.

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

No.2023/Safety(Inquiries)/16/2

New Delhi, Date:12.12.2023

The General Manager,
All Zonal Railways,

CMD/ KRCL & DFCCIL

Sub: Installation of Signals on Gantry.

Ref: Board's letter no. ERB-I/2023/23/27 dated 17.05.23 & 30.05.23.

Railway Board vide above referred letters has nominated a committee "To examine various options available and to finalize the design of 'Gantry of Signal'."

Based on the recommendations of the committee the following decisions are taken with the approval of Board (MI, MRS, MOBD and CRB & CEO).

1. The Gantry for signals should be adopted in "exceptional circumstances only under special instructions". The decision should be based upon the recommendations of Signal Sighting Committee.
2. Signals in Block Sections/Home Signals:
 - i. These Signals may be provided on Gantry as per RDSO Drawing No. SDO/S&T/Signal Gantry (4 Tracks)/1020 dtd. 28.06.2023 (Annexure 1).
 - ii. The GAD, for each gantry as per site conditions should be prepared by Engineering Department in division for which necessary inputs will be made available by S&T and operating Department. The GAD should be processed in similar manner as being done for FOBs in RE area through TRD, S&T before final approval by Engineering Officials in HQ.
 - iii. The fabrication, erection and maintenance of the structure for Signal Gantry will be carried out by Engineering Department.

[Signature]
12/12/2023

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- iv. For ensuring visibility of Signal, a BOARD indicating where the driver has to stop, 15-30 meter short of this Signal, is to be provided. (Actual distance of placing this BOARD shall be decided by Signal Sighting Committee for safe train operation).
- v. Suitable gate with locking shall be provided at the bottom of ladder as well as at the entrance of gantry platform to avoid entry of unauthorized persons.

3. Signals on TTC mast:

- i. Such installations shall normally be the last resort and provided in exceptional circumstances, as this may affect train operations during maintenance and attending failures.
 - ii. At stations where TRD Staff and Tower Wagon/Ladder are available, provision of Signals especially Starter Signals, on TTC can be considered. This has to be decided on case-to-case basis by Signalling and TRD departments of divisions jointly. The drawing enclosed may be adopted for reference (Annexure 2). The restoration of Signal at such locations will take extra time being dependent on TRD Staff and Power Block.
 - iii. In yards provision of Calling-on Signal may also be catered in terms of GR 3.13 (2) below such signals.
 - iv. For ensuring visibility of Signal, a BOARD indicating where the driver has to stop, 9-17 meter short of this Signal, is to be provided. Actual distance of placing this BOARD shall be decided by Signal Sighting Committee for safe train operation.
 - v. For installation, maintenance and attending signal failure a JPO should be issued jointly by PCSTE, PCOM and PCEE.
 - vi. The repercussion of CSL / CSR should be assessed properly.
4. Wherever feasible, relocation of Signals on case-to-case basis may be carried out after obtaining condonation to IRSOD Item No. 8(iii) of Chapter-I, Schedule-I or Item No. 11(B) (vii) & (viii) of Chapter-II, Schedule-I.
5. In case of station section, the Gantry should be indicated suitably in ESP and SIP by incorporating the same.

12/12/2012

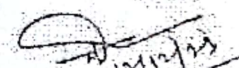
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6. A "Legend Board" should be provided on OHE masts like sigma boards as guidance to Loco Pilots on the approach of Signals on Gantry.
7. Subsequent to the trials of Signal Gantry, based upon RDSO Drawing CBS-0048 dated 02.09.2020 (Annexure 3) with Hanging Arrangement for Signal, being undertaken by WCR, the same can also be adopted.
8. Zonal Railways to take suitable measures, such as dissemination of information to loco crew regarding signals located on gantry, incorporating the same in Working Time Table (WTT) and other relevant document for information of loco crew.
9. To reduce the weight of Signal assembly, colour light signal (CLS) units of FRP type are recommended for use on gantry.
10. Further proliferation of Extreme Left/Right signals over Indian Railways under special instruction may be exercised by concerned Zonal Railways only after exhausting the feasibility of relocating the signal or placing suitable gantry signal for that location.

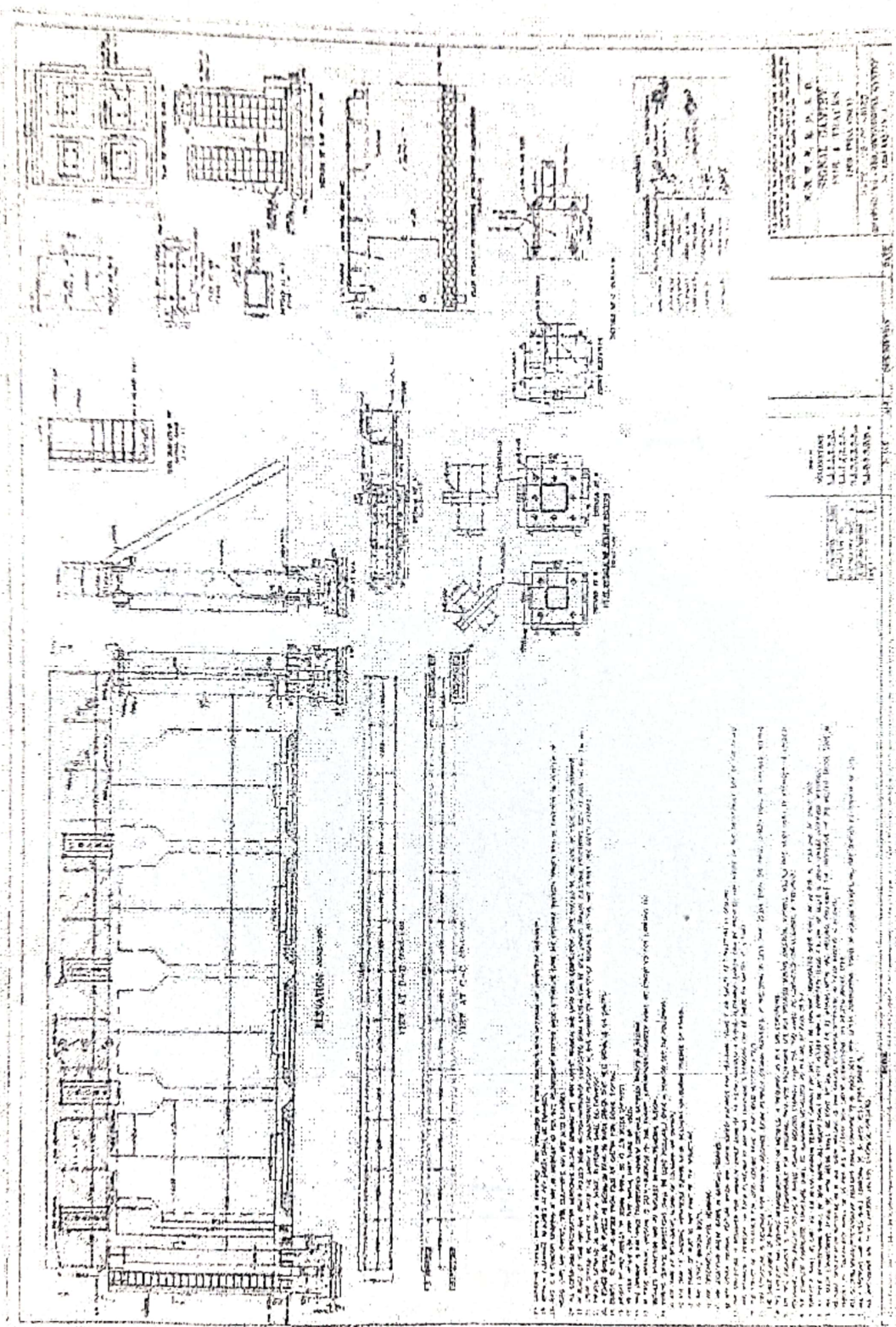
DA: As Above

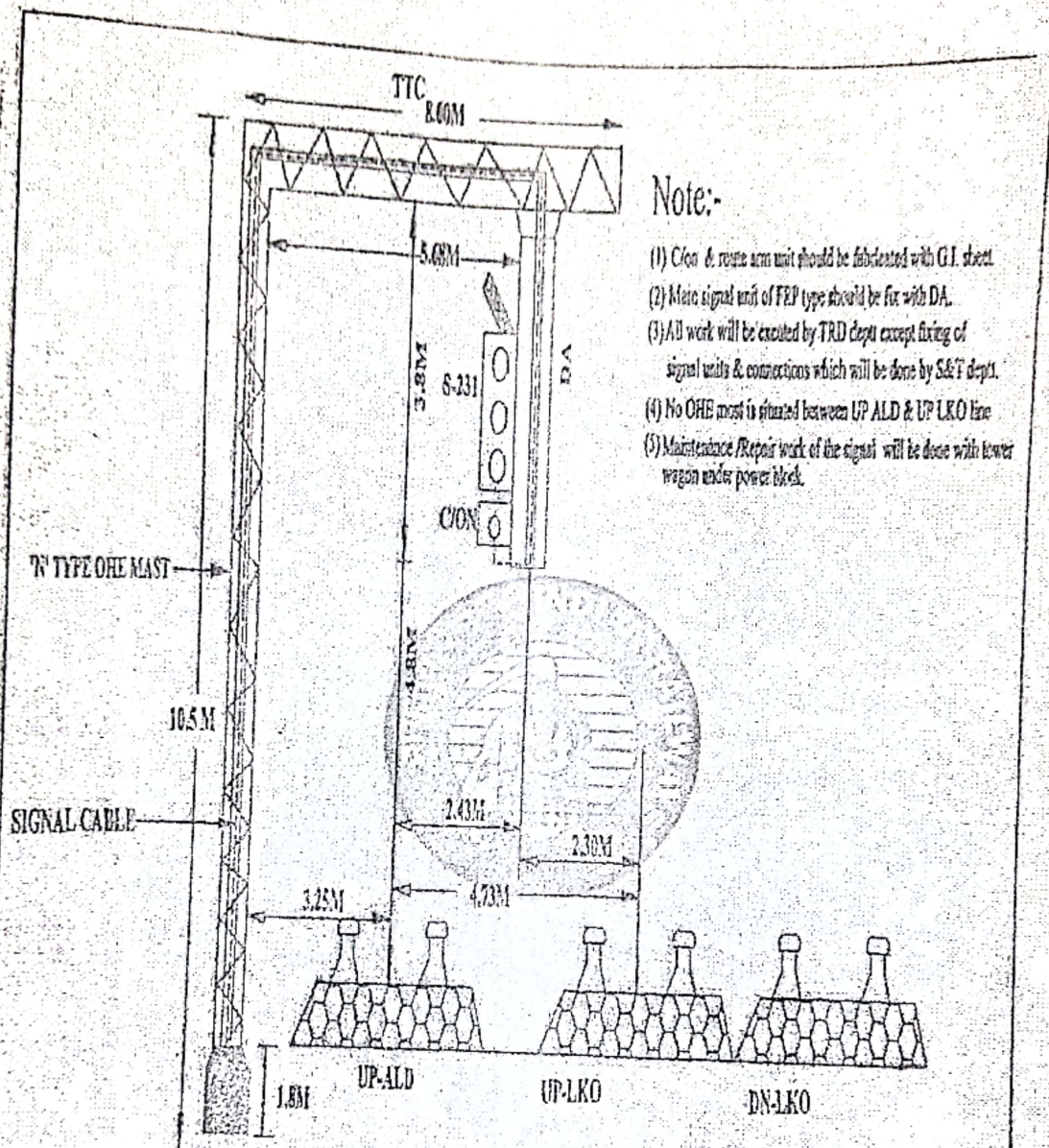

(Rameshwer Meena)

Executive Director/Signal/RB


(B.M. Tripathi)

Executive Director/Safety/S&T



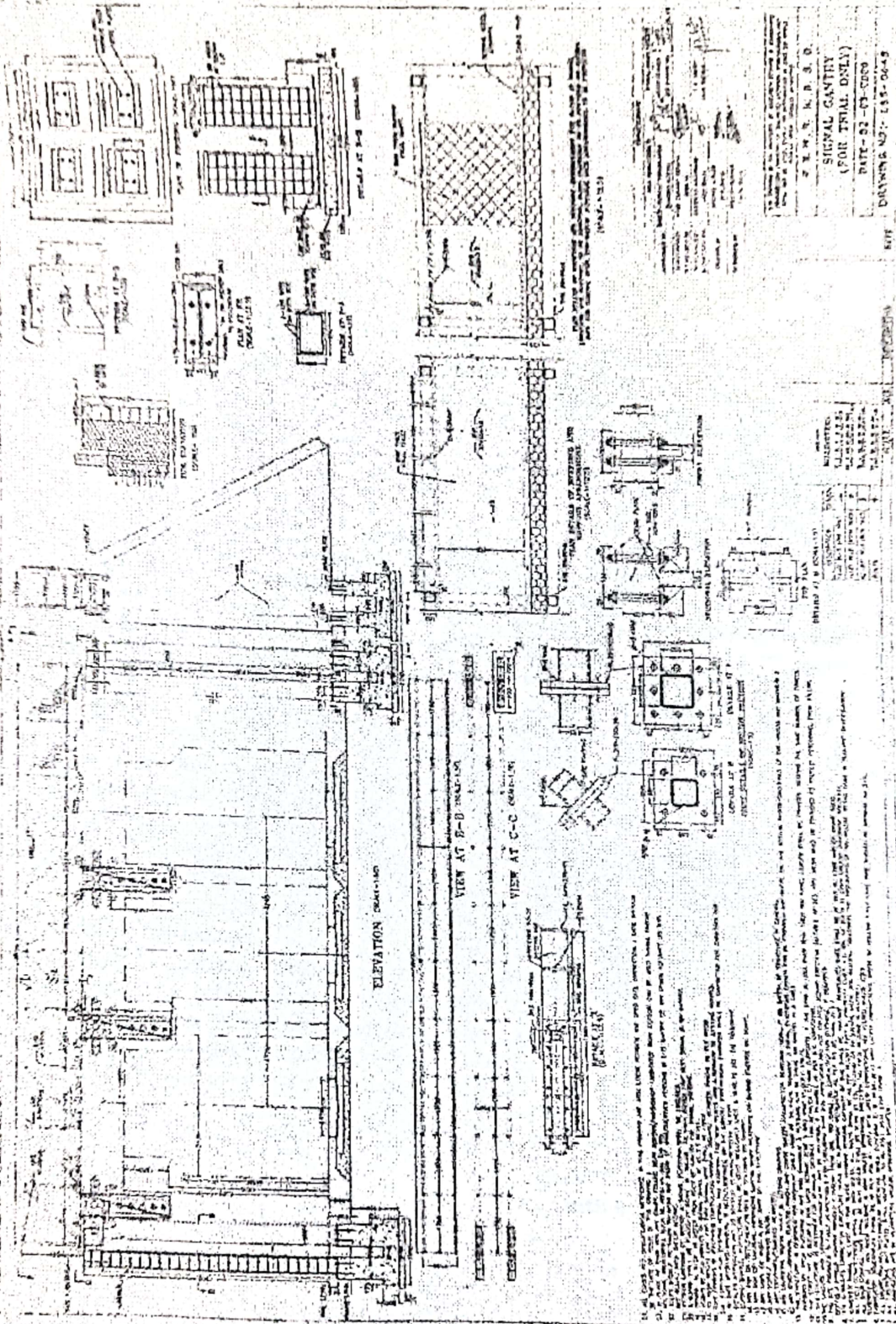


Note:-

- (1) Clear & route arm unit should be fabricated with GI sheet
- (2) Main signal unit of FEP type should be fix with DA.
- (3) All work will be executed by TRD dept except fixing of signal units & connections which will be done by S&T dept.
- (4) No OHE mast is situated between UP ALD & UP L&O line
- (5) Maintenance/Repair work of the signal will be done with tower wagon under power block.

8	AD	DDUYARD	SCALE	GANTRY TYPE SIGNAL ARRANGEMENT ON TTC AT DDUYARD FOR UP-ALDIKOLINE	SHT. NO.
DDUYARD	SS/ETRD	SS/ANRU	NOT TO SCALE		1/1

Figure 3



भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

No. 2024/Safety-I/3/3

New Delhi, Date: 08.03.2024.

The General Managers,
All Zonal Railways &
Managing Directors, KRCL and DFCCIL.

Subject: Week long safety drive from 18th Mar-2024: Identification of Signal with poor visibility.

A case of "SPAD by EMU Local motorman resulting in side collision with Goods Train and derailment of both the trains at Shaktigarh Station of Howrah Division of Eastern Railway occurred on 10.05.2023". Inquiry committee has found that "Visibility of Home Signal provided on extreme left side was obstructed by BTPN Goods train moving in parallel" is one of the contributory causes of the accident.

The inquiry committee has recommended that "a fresh survey of all the signals on extreme left/right having visibility obstructed by highest rolling stock should be taken up and immediate measures should be taken to improve their visibility and if needed signals on gantry may be provided for clear visibility". This recommendation has been accepted by the General Manager. It has been decided to launch a Drive over all Zonal Railways to check the efficacy of such signals provided on extreme left /Right.

Accordingly, a safety drive for one week starting from 18.03.2024 should be launched to check the efficacy of the signals provided on extreme left/right having visibility obstructed by highest rolling stock.

Effective corrective action, including provision of Gantry Signals (Ref: Board's letter no. 2023/Safety(Inquiries)/16/2 dated 12.12.2023), should be taken on all deficiencies and irregularities noticed during the drive. PCSCOs be directed to critically analyze all data to identify systemic deficiency and action taken/planned to be taken with timeline should be sent to the board by 02.04.24. Apart from sending hard copy, the report should invariably be uploaded on SMDMS, both in PDF and DOC format and may also be mailed at edsafety@gmail.com and safetyimp46@gmail.com

Brijender Mani
Tripathi

Digitally signed by Brijender
Mani Tripathi
Date: 2024.03.08 12:43:29
+05'30'

(B.M Tripathi)
Executive Director/Safety(S&T)

Copy to: i) Sr. PPS to MI & MOBD, for kind information of MI & MOBD.
ii) PED/(Sig. Modn.), for kind information.