

Highlights of Report of Task Force on Safety

Compiled by K.V.RAMESH Sr.JGS/IRTSA

- Return to the basic principles of safety and established & proven ways of our working must be given the highest priority.
- Inspection is not only a means to find mistakes and shortcomings, but also provides a first-hand opportunity to Officers and Supervisors to meet the staff in the field and to guide and counsel them.
- **“Going Back to Basics”** should be the safety theme of Indian Railways at all times.
- There is also a need to provide for funds in our budget for safety works and safety items on topmost priority
- Incidences of derailments constitute over two-thirds of all accidents followed by Unmanned Level Crossing Gate Accidents
- **Failure of Railway Staff is the biggest cause (50-60%) of all accidents.**
- **Derailments cause maximum deaths and injuries**
- **Asset Failures** (Track defects such as Rail Fracture, inadequate maintenance, track geometry etc.) **remain the single largest contributor as a cause of accidents**
- **Pitline Examination:** Most pitlines are in a pathetic condition. It is common to find staff walking in knee deep stagnant water in the pit to do a safety examination. It is also common to find toilet drippings falling on their faces and body during the process. Pitlines are often dark, even during daytime due to non-provision or non-working of pit lights. – Recommended various measures for improvement of pit lines.
- **Automatic Coach Washing Plants** must be installed in each Coaching Depot with holding of 300 or more coaches.
- Dashpots in ICF Coaches do not retain oil and fail to perform their basic function of damping. Friction snubber designs to be installed in all coaches.
- **Proper Rolling-in Examination huts** to be built to protect the TXR staff from weather.
- **SrDMEs and CDOs Cash Imprest limit need to be increased to 10 lakhs**, similarly for Electrical, S&T & Civil officers.
- **ICF should stop manufacture of ICF Design coaches w.e.f. 01-04-2018 and RCF from 01-04-2019 and completely switch to LHB production for IR.**
- All ICF coaches should be equipped with CBC.
- **Codal Life of ICF Coaches to be reduced to 20 years.**
- Corrosion Repair of Coaches should be done with flux-cored MIG Welding wires only.

- **There should be a complete ban on introduction of new trains** so that the entire production of LHB Coaches go into replacement of ICF coaches in long-formation and Mail Express Trains
- The problem of jerk in the CBC of LHB need to be solved.
- **Self-propelled vehicles should be used more and more for short distance services.**
- Kancharapara factory has to be commissioned earlier to manufacture self-propelled trains.
- **Even the LHB is a four-decade old design and cannot be relied upon for serving our long term needs.**
- Aisle curtains in 2AC coaches should be removed
- There should be at least four emergency exit windows in each coach
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- Electric sockets in toilets for use of electric razors in LHB Coaches should be removed.
- **There should be no cooking permitted whatsoever in Pantry Cars.** LPG Cylinders should be banned in Pantry Cars.
- The Coupler Specification WD-48 BD08 for wagons should become obsolete w.e.f. 01-01-2017
- CAMTECH should be asked to audit a few CC Rake Depots
- **All new wagon procurement should be procured with 25 Tonne axle load capacity.**
- **A well laid-out, adequately-equipped, clean, safe and hygienic Workshop is essential for good quality work on rolling stock.**
- **All the powers of CWMs, for Sanction of Works, Sanction of Estimates, Tendering and Contracting, Re-appropriation etc. should be brought at par with the DRMs.**
- **Loco and Motor Cabs should be equipped with Audio-Visual Recorders like the cockpit.**
- All loco cabs should be air-conditioned.
- Backlog of rail renewals, deep screening, de-stressing, renewals of Crossings, Welds, glued joints etc. must be taken up on topmost priority
- **Mission Zero-Missing-Track-Fittings must be pursued in right earnest and fulfilled**

- Flash Butt Welding is a reliable technique, not only for welding in the plants, but also in the field
- **Engineering Officers and PWay Supervisors must be given a specialised training in Rail Welding Technology**
- .A full-fledged Bridge Management System, standalone or as a part of the TMS should be created within the next one year.
- Rehabilitation and strengthening of bridges for 25 tonne axle load to be completed on priority
- Drones with Ultra High Definition Machine Vision should be designed within next one year
- Dedicated Maintenance Block on all routes for at upto three hours should be given by the DRM.
- **A Special allowance of 30% should be given to Keymen and Gatekeepers**
- New track works like new lines, doubling and gauge conversion should include fencing in all estimates.
- **All Lever- Frames and Semaphore Signaling should be replaced in next three years**
- IR should now lay down a roadmap for introduction of ATP (Automatic Train Protection) on its network
- **All new Loco Crew should be recruited with minimum qualification of Diploma**
- All Running Rooms should be air-conditioned
- There is a need to revise and update the Psychological Tests for running crew.
- Cellphone jammers should be installed in Loco Cabs
- LPs/ALPs found guilty of SPAD should never be put back on running duty, if taken back after removal.
- All Loco Inspectors must be experienced Mail/Express Drivers.
- EOTT trials should be concluded and policy issued to begin installing the EOTT device in Freight Trains.
- **Technical Officers & Select technical supervisors must be freely allowed, indeed actively deputed, for short term training programmes in International Institutes teaching advanced railroad technologies**

- . Refresher courses for Supervisors and Artisans/Technicians involved in maintenance must undergo an annual refresher course of one week, instead of three weeks or longer every three years.
- **Only Class 10/12 and ITI pass candidates should be selected for the Railways through RRBs and RRCs**
- GMs should have unrestricted powers for sanctioning training in non-Railway establishments without Finance Concurrence
- Each LP and LP must undergo a refresher course of one week every two years
- Each SM/ASM, involved in train operations must undergo a refresher course of one week every two years
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- Every Zonal Railway and PU should nominate a DyCPO/SPO as Training Manager, whose exclusive charge should be training of Officers, Supervisors and Staff.
- **Purchase of PCs and Accessories should be liberalized. Each PHOD/CHOD/DRM/CWM should be empowered to sanction up to fifty additional PCs and Accessories every year without Finance concurrence.**
- **Supervisors:** Supervisors have traditionally been the front end managers and the backbone of Indian Railways. There has been a dilution in their contribution to the well 38 being of Railways as felt all across. This has been felt by the Group on Railway Safety, 1996 and also the Khanna Committee.
- Supervisors should not be allowed to join Trade Unions.
- They should be encouraged to form their own Association for collective bargaining and negotiation and should find a place in PNMs and PREM Group. Similar provision has already been done for the RPF Staff.
- D&AR Powers of Senior Supervisors was completely withdrawn as a consequence of the 6th Pay Commission. This should be restored.
- Supervisors should be empowered to grant spot cash awards to their staff to the extent of Rs. 500 in each case subject to an annual limit of Rs. 10,000.
- **Sectional SrDENS/DENS should be relocated within their “Sections”**
- Allocation to Primary Units for purchase of stock and non-stock should see a multifold increase
- Technical Departments should go back to basics, consult maintenance manuals, best practices, RDSO's recommendations and technical orders to determine realistic demands for Safety, Vital and Must-Change Items

- Allocation to DRF should not only neutralize inflation, it should also consider the increasing asset base and increased traffic levels
- Safety Category Cadres have a vacancy of 16.44% on a sanctioned strength of 7.47 lakhs, i.e. a shortfall of 1.23 lakhs. The worst affected cadres are those of Guards (27.45%), SSE/SE/JE Pway (20.08%), Keyman (40.01%), Trackmen (21%), SSE/SE/JE C&W (20.72%) and Drivers (24.24%)
- **A comprehensive Outsourcing Policy** for non-core activities need to be issued so that surrender of staff does not result in degradation of performance in safety and non-safety areas. This should be done within next six months.
- The stipulation of matching surrender for new assets, new services and new facilities should be withdrawn. New assets, services and facilities require additional manpower