EAST COAST RAILWAY

Office of the
Pr. Chief Safety officer
Bhubaneswar

No:- ECoR/SFY/Alert advice-53/2025/ 617 **Date: 30.09.2025**

To
The Divisional Railway Manager
KUR, SBP & WAT

ALERT MESSAGE-53

Sub:- Derailment of Rear Bogie of Coach ECo 245302 LWSAA of 20831 SHM-SBP Mahima Gosain Express on 24.07.25 at km 4/34-36 in SBPY-SBP, BG Electrified DL Section of SBP Division at 09.22 hrs; violation of safety norms and lesson learnt there to.

1. THE INCIDENT:

On 24.07.2025 at about 09:22 hrs there was derailment of Rear Trolley of Coach No. ECoR 245302 LWSAA (20th from engine) of 20831 SHM-SBP Mahima Gosain Express, Load 21/21, Loco No. 37376 WAP7/LGDE on 24.07.25 at km 4/34-36 between SBPY-SBP, BG Electrified DL Section of SBP due to infringement of laid feeder mast on cess ballast area near track on head of shoulder ballast on (curve area) by contractor staff in connection with erection of feeder masts without any protection. No injury and causality reported.

SEQUENCE OF EVENTS:

1. 25 Kv Feeder line work of Electrical/TRD is in progress in Sambalpur-Sambalpur City-Sarala complex.
2. Feeder mast was unloaded on toe of bank.
3. Masts were being shifted to their desired location crossing the UP & DN SBPY-SBP Main Lines by Rail dolly.
4. As a preparatory work for Rail Dolly, one of the mast was kept by Contractual labors on top of ballast shoulder on inside of curve of DN Main line.
5. No Contractual/Railway supervisor was present at that time.
6. Due to vibration of passing train, one end of the mast slipped and slightly infringed and hit under side of bogie side frame (rear trolley) of GS coach.
7. This resulted in lifting of rear bogie of coach and its consequent derailment. Rerailment completed at 12:8 Hrs and Track fit at 12:55 Hrs.

CAUSE OF THE INCIDENT:

- SSE(PSI)/TRD/SBPY was executing the work of shifting the mast on 22 & 23.07.2025 with the use of contractor's labor and without presence of contractor's authorized and competent site supervisor/engineer. The same labors were working early on 24.07.25 as a practice without waiting for the departmental staff.

- M/s Brahma Construction-Khurda failed to deploy his authorized engineer/supervisor since the restart of the work on 22.07.2025 after completion of the foundation work on 11.11.2024. Hence violated the contract agreement.
- SSE/TRD/SBPY had deputed Sr. Tech to receive rail dollies from SSE/P.Way/SBPY for using mast shifting.
- SSE/P.Way/SBPY issued rail dollies on receipt and use for carrying and shifting of OHE mast. He also didn't dress cess ballast even unloaded in the section on dt 13.05.2025.

2. **ANOTHER INCIDENT:** On 25.08.2025 at 09:45 hrs while passing through UP M/L; Train No. 12835 Exp hit one Rail Dolly kept in the vicinity of track and infringing at km 759/11 between DVD-VSKP of WAT Div resulting in injury to one contractual labor hit by ballast as JE/P.Way/DVD, who present at site did not properly supervise the work and the trolley was not kept clear of track on approach of train. No banner flag placed by flag man.

In view of the above, the following procedure for Rail dolly work carrying materials ensuring safe train operation for execution of various works is reiterated for strict adherence:

A. **Provisions for Rail Dolley Working as per SR 15.27.10 & Para 841 of IRPWM:**

1. Rail dolly is a device with two or more wheels, which in balanced condition, can be moved manually on one rail of track and can carry one rail/sleeper in suspended condition. When necessary, the suspended Material can be dropped and rail dolly cleared off the track.
2. **Manning of Rail Dolly** – Every rail dolly shall be manned by not less than 2 able bodied persons. The person- in-charge for the working of rail dolly shall be a railway servant not lower in rank than a JE (IRPWM-2024 Correction slip: 03). The official in-charge should have passed in medical category A-3 and must hold a valid certificate of competency for working rail dolly. Certificate of competency shall be issued by SSE/P.Way of the section who must satisfy himself that the person to whom competency certificate is being issued is fully aware of the rules for the working of rail dolly and is also well acquainted with the concerned section.
3. **Working of Rail Dolly** –
   a. Rail dolly shall not be worked on sections having gradients steeper than 1 in 200.
   b. Not more than 6 rail dollys should be worked in a group in any one block section.
   c. Normally, not longer than 3 rail welded panels should be carried by rail dollies.
   d. The railway servant in-charge of rail dollies must inspect the section in advance particularly in reference to heaping of ballast, girder bridges and any other special features which make it difficult to drop the Material and remove the rail dolly in the event of an approaching train. He shall get the ballast heaps cleared and work the dolly(s) only when the visibility is clear for at least 1200 m and the rails/sleepers can be dropped off safely without affecting the safety of trains and workers both.

e. **Normally, no traffic block is necessary for working of rail dolleys except in the following cases :**
   - The rail dollies must not be worked after sunset and before sunrise and in bad weather when the visibility is poor. If required in such cases **block protection** to be taken.
   - Rail dolleys should not be worked in deep cuttings, steep grades, sharp curves and heavily built up areas where the visibility is not clear for 1200 m. In such locations, the rail dollies should be worked under **block protection.**
   - In case, a rail dolley is to carry rails longer than 3 rail panel or it is required to move over X-overs in yard crossing more than one line in deep cuttings and curves then it should work under **block protection.**

f. Every rail dolly/group of rail dolly when on line shall exhibit a red flag.

g. The rail dolly shall be protected by a flagman at a distance of 1200 metre from the rail dolly, on a double line in the direction from which trains may approach, and by two flagmen one on either direction on single line. The flagmen shall also carry three detonators for use in any emergency.

h. Where necessary intermediate Flagman should be posted to relay signals.

i. When a train is sighted, the Flagman should wave the red flag vigorously to warn the official-in-charge of the dolly of the train and at the same time place 03 detonators 10 m apart on the line to protect the rail dolly(s). The detonators should be removed only on receipt of hand signals from the official in-charge by waving of a green signal to withdraw the danger signals from indicating that rail dolly have been removed.

j. The official-in-charge of the rail dolly shall keep a look out for approaching trains and will get the rail dolly(s) and Materials cleared off the track as soon as an approaching train is sighted.

k. While approaching level crossings, the official in-charge shall look out for road vehicles and ensure safe passage of rail dolly.

l. The official in-charge shall be fully responsible for the safe working of rail dollies.

All Officials are advised to counsel the staff for such works and carrying of materials etc as mentioned above and ensure strict adherence of the instructions in letter & Spirit to ensure no short cut adopted. In case of any discrepancy with codes and manuals; the later shall prevail.

Damode
30/9/25

Pr. Chief Safety Officer
Bhubaneswar

Copy to-

1. **Secy. to GM for kind information of GM.**
2. **Secy. to AGM for kind information of AGM.**
3. **PCE, PCME, PCOM, PCEE, PCCM, PCSTE, PCSC & CAO (Con) for information.**
4. **Sr.DSO/ KUR, SBP & WAT for information & necessary action.**
5. **Principal MDTC/VSKP & MDZTI/BBS for information & necessary action.**