

EAST COAST RAILWAY

**Office of the
Pr. Chief Safety officer
Bhubaneswar**

No:- ECoR/SFY/Alert advice-58/2026/72

Date: 03.02.2026

To

The Divisional Railway Manager

KUR, SBP & WAT

ALERT MESSAGE-58

(For Loco pilots, ALPs, TMRs, CLIs, DTIs, Station Masters)

Sub:- Lesson learnt from recent derailments in ECOR due to backing of train prior to starting.

Ref:- Railway Board's Letter No. 2006/Safety(A&R)/3/12 dt. 11.01.2017 & RB Letter No. 2025/Elect(TRS)/113/1(Safety Misc) dated 26.12.2025.

THE INCIDENTS:

1. On 30.01.2026 at about 20:07 hrs Brake van of Train No N-JSPK hauled by WAG-12 modified locomotive got derailed by rear trolley all wheels at DS point 36B in normal(Open condition) position in R4 at GBQ station of SBP Div by rolling back instead of going forward with departure signal taken off which again was drawn forward resulting further damage.
2. On 12.09.2025 at about 02:45 hrs while leaving towards JSPK siding at KPJG station of KUR Division; LP of train No. E/NJSPK hauled by modified WAG-12 locomotive rolled back over DS point No-41set in normal (open) condition resulting derailment of rear wheels of rear most wagon and again was drawn forward resulting more damage.
3. On 30.12.2024 at 05:55 hrs derailment of last vehicle of train No. TSLJ/BFNS(E) hauled by WAG-9 Loco in R4 at RBA station yard DS point No 20B in open condition during backing of the train prior to departure.

ANALYSIS & PROBABLE CAUSE:

1. First two derailments were due to backing of the train by loco pilots may be due to mis handling of the modified WAG-12 loco treating as WAG 12 loco.
2. The 3rd derailment was occurred due to the practice of Loco Pilot pushing back of goods train before starting from yard/station yards to ensure proper seating of CBC locks which is as per RB Alert Advice No 09/2006 dated 16.01.2007 which says "to ensure proper coupling of CBCs of the wagons, pushing back of the train by at least two to three meters before starting is necessary"

LESSON LEARNT:

A. Railway Board vide letter no 2006/Safety(A&R)/3/2 of date 11.01.20217 has clarified after due examination that backing of train before starting should not be permitted as:

- (i) Train may derail on an open trap in the rear of the train or burst a point which is set against a backed line.
- (ii) The backing train may infringe on a fouling mark with the adjacent lines and may result in side collision with an incoming train or a train being dispatched from the adjacent line.

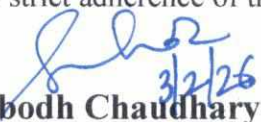
However, if it is felt that pushing back is an essential requirement to ensure proper seating of CBC locks, then it must be done by ensuring that situations of point bursting and infringement is not allowed to occur. This can only be possible if the length of pushing is confined to the minimum possible length. In cases where the load is stabled for a long duration or is brought to halt in a miscreant prone area, conditions for backing could be permitted under proper supervision of the Guard or competent staff by observing the following precautions:-

- (i) Movement to or dispatch from the adjacent line is not permitted during the operation.
- (ii) Any trap or point in rear of the train is set to prevent derailment or bursting of points.

B. As per RB Letter No 2025/El;ect(TRS)/113/1(Safety Misc) dated 26.12.2025 and CELE letter No ECoR/EL/TRO/423/08 of 08.01.2026:

The Orientation of Reverser handle (Forward/reverse position of the direction selector switch) in WAG-12 and existing 03 phase locomotives were not similar resulting in chances of operation of reverser handle to improper position by loco pilot. In modified WAG-12 locomotives the reverser position is modified to make it similar to the existing other three phase locomotives. This aspect of Modified WAG-12 locomotive and WAG -12 locomotive need to be counseled to the LP and ALPs with ensuring luminous stickering in the reverser to prevent crew mis- handling of reverser.

All officers and Supervisors of Operating and Electrical department are advised to counsel the Station Masters, Guards, LPs and ALPs accordingly to ensure strict adherence of the instructions in letter & Spirit.


3/2/26

Subodh Chaudhary
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. PCOM, PCE, PCME, 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.