

EAST COAST RAILWAY

Office of the
Chief safety officer,
Bhubaneswar.

No:- ECoR/SFY/Alert advice-28/2023/ 464

Date: 10.08.2023

To

The Divisional Railway Manager
KUR, SBP & WAT

ALERT MESSAGE-28

Sub:- Lesson learnt from recent accidents & unusual incidents in IR.

The recent accidents/unusual incidents occurred in IR discussed as under happened due to casual approach, ignorance to safety rules, adoption of short-cuts and bad practices attributed to human failure.

1. Unusual Incident of Passenger Train on Kharagpur Division /SER:

- a. Date & Time: 18.07.2023 at 12.07 hrs.
- b. Section: Bhadrak - Balasore (BG, DL, Electrified, B Route)
- c. Location: At Nilgiri Road Station Yard
- d. Train No.: 08032 DN (Bhadrak - Balasore) MEMU Spl.
- e. Brief particulars: Train No. 08032 arrived Nilgiri Road station at 12.07 hrs. on 'Calling On' Signal as S&T disconnection was granted from 11.05 hrs to 12.25 hrs. for point No. 21-B (Emergency crossover).
- f. Disconnection memo was given for Crossover Point No. 21B for replacement of ground connections. DN main line trains were piloted on Calling On signal.
- g. On duty Points man wrongly clamped Point No. 21A (in reverse condition).
- h. Train started on 'Pilot Out' Memo from DN Main Line but LP of the MEMU observed that the point was set in reverse direction and stopped the MEMU train short of Point No. 21A.
- i. Train was pushed back and after proper setting & locking of point No. 21-A to Normal position using Crank Handle the train departed at 13.21 hrs.
- j. Final cause and responsibility: Negligence of on duty SM & Points man of Nilgiri Road Station.

2. Unusual Incidence on Moradabad Division / NR:

- a. Date & Time: 24.07.2023 at 12.30 hrs.
- b. Section: Moradabad - Ghaziabad (BG, DL, Electrified, D Spl. Route)
- c. Location: At Simbhaoli station yard
- d. Train No.: UP 20503 (Dibrugarh - New Delhi) Rajdhani Express
- e. Brief particulars:
 - Engineering block for work of Multi Functional Tamping Machine (MFI) was granted on DN line from 11.45 to 16.00 hrs. at Simbhaoli (SMBL) station.

- Crossover point No. 41 (towards MB end) was involved in this block; all the UP trains were to be received on memo only.
 - Train no 20503 UP Rajdhani Express was served authority T369-(1), advanced pilot memo at Garhmuktesar (GMS) station, the station in rear, and accordingly line clear was granted by SM/Simbhaoli at 12.02 hrs.
 - Cross-over point nos. 41 was set and padlocked in Normal position (M/L).
 - Before granting line clear, SM/Simbhaoli did not ensure Point no. 42 was set in normal position (i.e. Main line), clamped & pad locked. The said point was set physically towards the loop Line no 1.
 - While approaching, Loco Pilot of the Rajdhani Exp. observed the point was set in the reverse position (i.e. towards Loop line) and immediately stopped his train 150-200 meters before Point No. 42 & intimated Station Master on duty.
 - Thereafter, the route was set, clamped and padlocked towards UP Main Line No. 2 and train was received on memo/Piloting in.
 - Train departed for its onward journey at 13.09 hrs.
- f. Prima facie cause: Negligence by on duty Station Manager, SM/SMBL violating GR 3.69 (3a) i.e. not ensuring to fulfill conditions of taking off the home signal before granting line clear.

3. Unusual Incident of Smoke in Passenger Train on Moradabad Division/NR:

- a. Date & Time: 23.07.2023 at 11.25 hrs.
- b. Section: Moradabad - Saharanpur (BG, DL, Electrified, B Route, Absolute)
- c. Location: At Raisi station
- d. Train No: 15011 Lucknow Jn. - Chandigarh Express
- e. Load: 16 Coaches (LHB), Engine No: 22955 WAP-4/GKP
- f. Brief particulars: The Train passed Balawali station at 11.25 hrs. Gateman of gate no. 499/C reported smoke in 4th coach from engine. Train controlled at RSI at 11.36 hrs after ACP by passengers. Checked by ALP & Guard & found Brake block jammed in both trolleys of coach no.191189 LWSCN/NER. Brake pad got heated and resulted in smoke emanation. LP used one fire extinguisher of loco to control minor smoke due to brake binding- same released and isolated by ALP & Guard from DV panel. Train stopped two stations earlier at CNK and then was observing caution of 30 kmph at RSI - brakes were applied twice immediately before the incident
- g. Prima Facie Cause: Suspected momentary malfunction of Distributor Valve.

4. Derailment of Goods train on Bilaspur Division /SECR:

- a. Date & Time: 27.07.2023 at 14.55 hrs.
- b. Section: Bilaspur - Jharsuguda (BG, Triple Line, Electrified, Absolute)
- c. Location: At Akaltara Road Station Yard Kms 690/3-2.
- d. Train No: DN BOXN/E 690 Goods (Ex. STPB-Suratgarh/NWR)
- e. Load: 59 BOXNHL/E+1B/van (Conventional-8 & BMBS-52; 86.7 % BMBS) This was a closed Circuit Rake of DDU, Engine No.: 31579/ WAG9/ TKD





- f. **Brief:** While train No. DN BOXN/E Goods was passing through DN Home Signal of Akaltara Road station, its 11 rearmost empty wagons and B/Van got derailed at point no. 32 B on Middle line at a speed of 72 Kmph. All the three lines (UP, DN & Middle) were affected. Last GDR check was done at Suratgarh Thermal Power House/ BKN/ NWR on 24-07-2023 & no hanging parts checked.
- g. **Prima Facie Cause:** Derailment occurred due to hanging part of Wagon no. ECoR 22121910976, Mfd SPJW 08/19, ROH UDL 11/202 due to physical failure of Escorts BMBS brake beam assembly. Distributor Valve and Brake Cylinders of the wagon were in isolated condition.

5. Derailment of Goods train on Lucknow Division /NR:

- a. **Date & Time:** 30.07.2023 at 12.25 hrs.
- b. **Section:** Varanasi- Zafrabad (BG, Double Line, Electrified, Absolute)
- c. **Location:** At Varanasi Station Yard
- d. **Train No:** DN DEOS BCNHL/L (Deoria Sadar) Goods
- e. **Load:** 58 BCNHL/L+1 (Content: Cement) Engine No.: 33526 WAG-9/Kanpur
- f. **Brief Particulars:** While DN train No. DEOS BCNHL/L was entering Varanasi station yard on PF No.3, its 7 wagons (30th, 33rd, 34th, 36th, 37th, 38th, 39th from Engine) got derailed. PF No. 3 line was affected & other lines were clear for train movements.
- g. **Prima Facie Cause:** Track defects causing excessive twist due to poor condition of Washable Concrete Apron. Track Parameter shows excessive twist (up to 34 mm i.e. beyond 25mm on 3m Chord for slow speed). Remodeling work of PF-3 was going on. Washable Concrete Apron is in dilapidated condition, majority of PSC sleepers are intruded/Sunk. After part work on PF-3, the line is operational with partly ballast and partly washable apron since 22.11.22.

All section DTIs, SSE/Sig, SSE/P.Way, SSE/C&W are advised to counsel the staff and monitor strict adherence of the instructions in letter & Spirit and ensure no short cut to be allowed under any circumstance.


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.