

## EAST COAST RAILWAY

Office of the  
Chief safety officer,  
Bhubaneswar.

No:- ECoR/SFY/Alert advice-29/2023/634

Date: 16.10.2023

To

The Divisional Railway Manager  
KUR, SBP & WAT

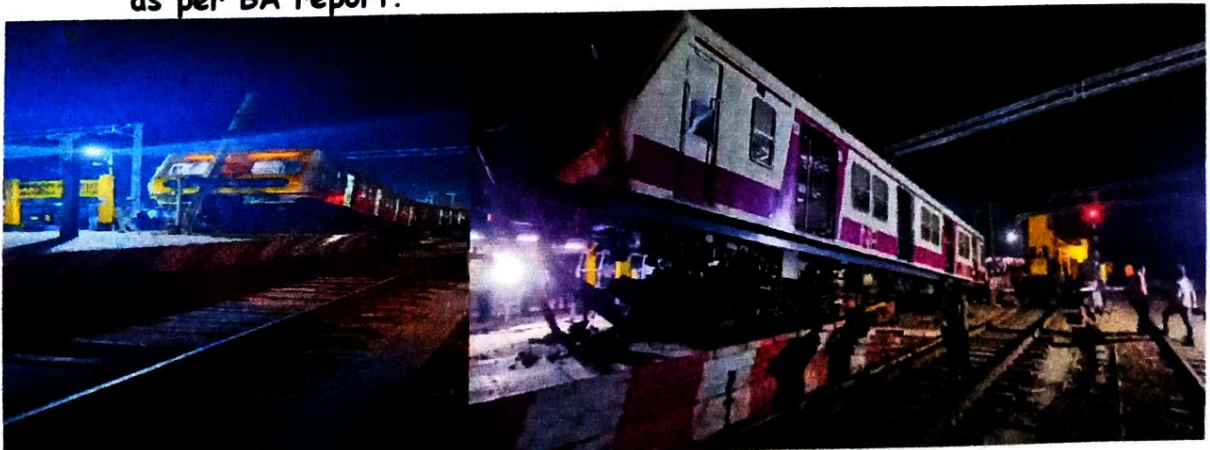
### ALERT MESSAGE-30

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

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.

#### A. Derailment of MEMU on Agra Division/ NCR

1. On 26.09.2023 at 22:51 HRS at Mathura Jn. Station between section Mathura-Palwal; Train No: 12 Car EMU of Train no 04446 arrived at 22:49 hrs on PF2A. Charge of train handed over by LP Shunter Govind Hari Sharma to ETL staff/MTJ. Front coach no. NR 238188 (DPC) dashed with dead end (AGC side), which resulted in all 4 wheels of leading trolley being lifted onto PF2. Hit OHE mast near the station name board.
2. Prima Facie cause: Carelessness of on duty ETL staff.
3. OBSERVATIONS:
  - a. CREW duty hours were within limit.
  - b. LP Sh Govind Hari left the cab without following laid down procedures.
  - c. Maintenance staff ETL/Helper Sachin was on mobile.
  - d. As per CVVRS video, ETL/Helper Sachin arrived in cab and kept bag on throttle.
  - e. Throttle operated & train moved.
  - f. There are four staff nominated for night stabling rake.
  - g. The Maintenance staff ETL/Helper Sachin was found in drunk stage as per BA report.





## B. UNUSUAL INCIDENTS:

1. On 29.08.2023m Train No. N/JSWT, loco No. 27941/27956 KGP left LJR station of SBP division and at 06:51hrs & at about 07.10hrs, LP stopped the train with application of emergency brake at KM 259/31-33 between LJR-AMB due to a rail piece of approximately 13.03mtr **lying across** UP line track. Loco dashed with rail piece and dragged for 14-15 mtrs infringing UP line. The LP with the help of contractual workers at site removed the said rail piece from the track and left at 07.29hrs from site.
  - There was old UMLC which got closed on 10.12.2015 has active trespassing path and the location is in a 1 degree curve with poor visibility.
  - Released panel rails were placed near the track at a distance of approximately 2.5 feet. Gas cutting of released rail was done in two parts i.e. 7.30mtr and 13.03mtr on 28.09.23 which was left on site near the old LC gate.
  - Patrol man passed the site at 04.40hrs and train No. BCN/BHC passed the site at 06.40hrs prior to N/JSWT without any obstruction. But within 30 minutes the rail piece moved across the line and dashing happened.
  - The released materials should be kept at adequate distance from the track site properly so as not to infringe the track. Trespassing to be strictly prohibited.



2. On 25.09.2023 at 10:23 hrs: Train No. 20808 ASR-VSKP, Hirakud Exp while through passing RGL station of JSG-SBP section of SBP Division dashed with an USFD machine near point at LC gate No. JT-15 at a speed of 105 to 110 KMPH and stopped at KM No. 540/15 on application of emergency brake by LP & ALP. Sander of LP side and USFD machine damaged.
  - USFD testing was going on at KM No, 539/05 at RGL Yd UP Line by putting USFD machine trolley on track and not providing proper protection to trolley & staff resulting such unusual incidence.
  - The Engineering staff & SSE/USFD SBP failed to protect the machine trolley laid on track from running train or remove the infringement in the face of running train violating Para 837 (5) of IRPWM and SR 15.26.01(a).
  - Protection guidelines to be followed strictly with trained staff during USFD testing and the outsourced staff need to be fully trained and counseled.



3. An unusual incident of Bracket Insulator broken due to absence of structure bond has been reported on 13.09.2023 at Darekasa - Salekasa Section in SECR. The structure bond at location 954/41 was found missing during last foot patrolling carried on 09.09.2023.
- It has been informed that the Bracket insulator at loc 954/41 was under mechanical stress due to 6-degree curve at the said location. Further, the said bracket insulator was heavily flashed due to suspected short circuiting by any foreign body such as monkey or tree branch etc. and it was also raining with storm.
  - The absence of structure bond at the location may also have caused electrical stress which lead to further weakening of the insulator. Salekasa - Darekasa section is approx. 12 km long with dense forest area and ghat section.
  - Further, it has been intimated that out of 56 bonds in Salekasa - Darekasa section, 09 bonds were missing and 47 bonds were opened during working of the engineering machine (between 14.06.2023 to 14.07.2023). Further, TRD dept. could provide only 34 structure bonds out of total 56 structure bonds as on 15.09.2023.
  - From the above, it is concluded that the breakage of bracket insulators happened due to high resistive fault (due to non-provision of structure bond) which could have resulted in serious safety implications.
  - In this regard, Railway Board had issued a letter dated 17.08.2012 jointly signed by Civil Engineering (Plg.) and electrical Energy Management Directorate regarding 'Slewing or alterations to track involving adjustment of contact wire' where in it had been communicated in Para 2 (h): "Alterations to track bonding: All bonds removed by the staff of the Engineering Department shall be replaced by the staff of the Engineering Department and all such removals and replacements shall be reported to the Assistant Electrical Engineer, Traction Distribution in-charge, concerned without delay".
  - If during patrolling by TRD/Engineering staff, any bond is found missing, it shall be immediately reported in the concerned Supervisor who will arrange to provide the missing bond. In such case, Engineering department will ensure drilling of holes and TRD will ensure provision of bond without any delay.

**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.