

EAST COAST RAILWAY

Office of the
Chief safety officer,
Bhubaneswar.

No:- ECoR/SFY/Alert advice-34/2024/125

Date: 15.02.2024

To

The Divisional Railway Manager
KUR, SBP & WAT

ALERT MESSAGE-34

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

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

DERAILMENT OF LOCO AND 06 WAGONS AT DS POINT OF KLAG STATION:


BRIEF OF THE ACCIDENT: On 18.01.2024, at about 03.55 hrs. UP LT/TLHR/BOBRN(E) which was supposed to stop on R/1 of Kamalanga (KLAG) station of KUR Division (since block station ahead was occupied by another train) passed R1 Home signal with single yellow/lunar and starter signal S-31 in danger at km 3/24-25 of KLAG station at a speed of 25 kmph and derailed by Loco along with 06 wagons over DS point no. 76 which was in open condition. The engine travelled 206 meters from foot of starter.

OBSERVATIONS: From the JAG inquiry report, it was revealed that

- LP and ALP both have Periodic Rest of 30 hrs. & 32 hrs. respectively.
- The train was running with invalid BPC & GDR check conducted at SKND station.
- VCD of loco was not functioning and in isolation condition, DPWCS was not working and hence rear loco was not in grouping condition. LP started the train in this condition as per the advice/permission from TLC.
- LP and ALP admitted that they were in micro sleep resulting failure to control the train at starter signal. Walkie-talkie of LP was not functioning.
- The derailment could have been saved had the walkie talkie function properly to timely alert the loco pilot by the station master through VHF & had the VCD working.

WORKING PROCEDURE OF VIGILANCE CONTROL DEVICE (VCD):

Vigilance Control Device (VCD) is provided on the locomotive to monitor the alertness of the driver through a multi-resetting system which gets reset by specified normal operational activities of the crew, in addition to the acknowledgement of the push button provided for Crew. In absence of normal driving functioning or acknowledgement at specified intervals the device will activate emergency brake application after due audio/visual warning.



There were incidences of SPAD/Collision/derailments due to lack of alertness of Crew and VCD was found to be in isolated condition. These cases could have been avoided, if VCD were in working condition. In view of the above, the following to be ensured (RB letter No; 2014/Safety(DM)/7/1 of date 25.08.2014):-

1. No locomotive should be turned out from the shed with VCD in defective/isolated condition.
2. On run, if VCD becomes defective, Loco Pilot should isolate the VCD only after getting an authorization to do so from the Power Control/TLC.
3. If the VCD gets defective/isolated on run, the locomotive should be declared as failed at loco changing point or destination.
4. Loco Sheds should thoroughly investigate the reasons for VCD malfunctioning or becoming defective on run and initiate corrective action.
5. To monitor the activation of VCD on run, the following procedure should be followed:-
 - a. At the time of taking over and handing over charge of the locomotive, the Crew should record the VCD counter number in the Loco repair book.
 - b. On arrival to the Shed, the crew involved in the VCD actuation on run should be identified and the concerned controlling officer for corrective action should be advised accordingly by the Loco shed.
6. Sealing of VCD isolation rotary switch on locomotives to be ensured. (Rly Board letter no. 2023/Elect.(TRS)/440/8 (VCD) dated 28.06.2023)
7. Loco Pilots in case of requirement to isolate VCD, shall break the seal and make an entry in the Loco logbook. It is also advised that the above aspect should be checked in Trip Sheds or pooling points along with the VCD data and reported to the concerned in case of a doubt.
8. Running staff to be counseled not to isolate VCD without any valid reason and reason to be recorded properly.
9. Genuine case of VCD Isolation to be investigated in details with monthly submission report to RDSO for identification & rectification of design defects if any. (Rly Board letter no. 2023/Elect.(TRS)/441/3 vol.1 Pt-1 dated 13.12.12)

All section DTIs, CLIs, TLCs, CC 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.