

EAST COAST RAILWAY

Office of the
Pr. Chief safety officer
Bhubaneswar.

No:- ECoR/SFY/Alert advice-36/2024/287

Date: 29.04.2024

To
The Divisional Railway Manager
KUR, SBP & WAT

ALERT MESSAGE-36

Sub:-Rear collision of Train No.08504 (VSKP-RGDA Passenger) with Train No.08532 (VSKP-PAS Passenger) on middle line between KPL & ALM Auto Section of WAT division of East Coast Railway.

THE ACCIDENT:

On 29.10.2023 at 18:56 hrs there was a Rear collision of Train No.08504 (VSKP-RGDA Passenger) with Train No.08532 (VSKP-PAS Passenger) on middle line resulting in derailment of 6 coaches and two locomotives which dashed with UP Goods Train No. MD VZP-BOST and DN Goods Train No. NLOD-BTPN at km 840/20-24 between KPL & ALM Auto Section of WAT division of East Coast Railway resulting causality of 14 passengers & 03 Railway staff(LP & ALP of train No. 08504 & TMR of 08532), 20 sustain grievous injury & 14 minor injury.

PARTICULARS OF TRAINS INVOLVED:

1. DN Goods NLOD BTPN left KPL at 18.32.12 hrs stopped at auto signal No.DA-841/30A & DA 840/28A showing 'Danger' & started at 18.54.39 hrs.
2. UP Goods VZP BOOST left ALM at 18.37.46 hrs, stopped at Auto signal UA-839/17 & 840/25 showing danger.
3. Train No. 08532 (VSKP-PSA Passenger) arrived KPL at 18.40.39 hrs on Route-2 and departed at 18.41.12 hrs. Passed DN Middle Advanced starter signal No. S-40 in 'Attention', auto signal No. MDA-842/34 'Caution', stop & start at auto signal No. MDA-841/32 & auto signal No. MDA-840/32 showing 'Danger' observing prescribed rules & proceed towards next auto signal No. MDA-839/22 with a max speed upto 16 kmph.
4. Train No. 08504 (VSKP-RGDA Passenger) arrived KPL at 18.50.01hrs on Route-2 & left at 18.51.39 hrs. Passed DN Mid Advanced starter signal No. S-40 in 'attention', auto signal No. MDA-842/34 in 'Caution'. The Train passed auto signal No. MDA-841/32 & MDA-840/32 showing 'Danger' with a speed of 92 kmph and 97 kmph respectively and collided in rear end of Train No. 08532 with speed of 82 kmph.

CAUSE:-

1. Overshooting of Auto Signal No. MDA-841/32 & MDA-840/32 at 'Danger' and hitting the preceding train No.08532 at a speed of 82 kmph by LP of train No.08504, violating the GR 9.07 and corresponding SRs issued by ECoR.
2. Failure of ALP to timely apply emergency brakes even in face of approaching collision.

3. In violating the extant instruction, SS/KPL gave his PN for no valid reason to LP of 08504 pass on walkie-talkie & sharing information about defective auto signals on walkie-talkie to other previous trains. SS/ALM is also doing the same.

LESSON LEARNT:

1. While passing an Auto signal in danger in double line/Single line; LP & ALP should follow the laid down procedures in GR 9.02 & 9.07 and SRs thereto.
2. ALP should be vigilant & alert to apply emergency brakes ahead of signal in danger or any obstruction in exigency.
3. Unnecessary sharing of information on signal aspects/failures over walkie talkie with crew to be avoided.
4. ECoR JPO No. ECoR/OPTG/SC/66/JPO/23 of date 01.12.2023 issued by PCSTE, PCEE & PCOM on "Procedure to be adopted for rectification of Auto signal failures between two stations in Automatic Signaling Territory" which is reiterated below for strict adherence:
 - a. Whenever a loco pilot passes any Auto signal/Semi-automatic Gate Stop signal in "ON" position between two stations, he shall report the same to the Station Master of next block station in advance by available means of communication.
 - b. After getting the information from the loco pilot in this regard, the on duty Station Master of the concerned block station in advance shall inform the Station Master of block station in rear. Both Station Masters shall verify the cause of passing the signal at 'ON' position from Auto section-indication board/VDU/reset box provided at the stations.
 - c. If it is an MSDAC/AXLE counter failure as visible on VDU/indication board, on duty Station Master shall wait for passing of one train for auto reset/supervisory reset.
 - d. If section is not clear after passing of one train, the Station Master shall apply manual reset as per the procedures prescribed in the SWR. The MSDAC/AXLE counter should generally clear after one train is passed through the concerned defective MSDAC/AXLE counter.
 - e. However, if the MSDAC/AXLE counter is not reset due to any reason, and the cause of signal at 'ON' position is not known, the Station Master on duty shall inform the Station Master of rear station and section controller about the failure of signal/gear with diary entry messages.
 - f. The Station Master of the block station in rear shall inform about the failure to concerned S&T Maintainer and failure memo shall be issued at the station to the S&T Maintainer. If the S&T Maintainer is physically not available, or not responding to VHF/Mobile Phone, then the Station Master will ensure that he has informed the S&T controller through section controller on control phone about the failure.
 - g. The S&T Maintainer, after getting the failure memo, shall issue disconnection memo wherever required. The Signal Maintainer will write clearly about the signaling gear where failure has occurred by observing the VDU/data logger. He will clearly mention the gear for which disconnection is required and its repercussion on signals. In case he is not physically available, communication to be made in the regard through Section Controller /S&T controller.

- h. After reaching at site, Signal Maintainer will disconnect the fuse or link of Yellow, Double Yellow and Green aspect of concerned signal in that particular goomty/location so that loco pilot will not get any Green, Yellow or Double Yellow aspect during failure period.
- i. After rectification of axle counter/failure of gears, Signal Maintainer will request on duty Station Master to apply resetting as per details prescribed in the SWR. After axle counter is put in preparatory mode, one train to be passed to clear the MSDAC/AXLE counter as per SWR provisions.
- j. If Axle counter is reset and clear indication appears in the reset box, the Station Master will inform the same to Signal Maintainer. Then Signal Maintainer will connect the link or fuse of green, double yellow and yellow aspect.
- k. S&T Maintainer shall reconnect the fuse of green, double yellow, yellow aspect only after ascertaining from the Station Master that no train is in the section in rear of the affected signal. He shall then advise Station Master of the concerned station to verify the rectification of signal from the auto-section indication board wherever provided. The Station Master, after satisfying himself that the signal is showing 'OFF' aspect in conformity with the position of the series of auto signaling sections ahead, shall inform the S&T staff about the same.
- l. S&T staff will then record the rectification time in his diary with details of signaling gear failed and subsequently rectified and inform the S&T controller. S&T controller will in turn inform the section controller about the rectification.
- m. The S&T Maintainer after reaching at station shall issue reconnection memo/rectification memo to the Station Master to that effect and record in Signal Failure Register.
- n. Till such period, all trains will observe the auto signaling rules as per G&SR and the Station Master will not communicate status of any signal to the Loco Pilot of any train.

All section DTIs, CLIs, JE/SSE (Sig), TLCs, CC & CHCs 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.


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.