

## EAST COAST RAILWAY

Office of the  
Pr. Chief safety officer  
Bhubaneswar.

No:- ECoR/SFY/Alert advice-37/2024/849

Date: 17.05.2024

To

The Divisional Railway Manager  
KUR, SBP & WAT

### ALERT MESSAGE-37

Sub:- Derailment of Down train No. 08504 (VSKP-BWIP) Passenger at KM 852.943 on crossover point no.59 (A&B) at KTV yard of WAT division on 10.03.2024 at 19.10 hrs.

### THE ACCIDENT:

On 10.03.2024 at 19:08 hrs DN Train No.08504 (VSKP-BWIP Passenger) after leaving from R/5 of KTV station, BG, triple line, Electrified, Auto signaling section of WAT division; derailed by all wheels of loco No. 23975, WAG5E/VSKP at point No. 59 B and ECoR-0642151L SLRD trailing trolley leading axle wheel was in floating/lifted condition but not derailed and Electric loco No. 23975 WAG5E/VSKP and SLRD buffer found in entangled condition at KM 852.943 on crossover point no. 59(A&B) at KTV yard. No causality & injury to any passenger reported.

### BACK GROUND OF THE ACCIDENT:

- The Train arrived KTV R/5 at 18.45hrs. Precedence given to DN 08532 from R3 to middle line and crossing with Up 08527 in R/4. Then 08504 allowed from R5 through DN Main line to middle line over multiple 1 in 8  $\frac{1}{2}$  crossover of KTV yard with a max. speed of 28 kmph before jerk is felt by LP/ALP.
- This is not a regular movement. Prior to this 06 trains moved in such condition from 01.02.2024 to 10.03.2024 at an average speed of 16 to 19 Kmph.
- CLI has wrongly counseled the LPs to run the train at 30 kmph over point no. 59 from R/5 to middle line via DN main covering multiple points 75 & 59( all are in 1 in 8  $\frac{1}{2}$  , 60 kg O/R curve switches).
- It was reported tongue rail chipped off of 3 to 4 inch in length by Sr. Tech/S &T/KTV to SSE/signal/KTV during his regular maintenance on 22.2.2024. Since then, no replacement or reconditioning of tongue rail was done till the day of derailment.

### CAUSE:-

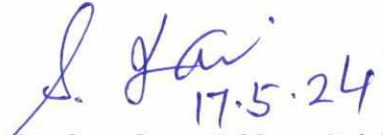
1. Over speeding of Train No. 08504 passenger on multiple 1 in 8  $\frac{1}{2}$  cross-over by LP.
2. Worn out Tongue Rail of Point No 59 B.

**RESPONSIBILITY:** CLI for lack of knowledge and wrongly counseled the LPs to run the train at 30 kmph over point no. 59 from R/5 to middle line via DN main line covering multiple cross overs 75 & 59( all are in 1 in 8  $\frac{1}{2}$  , 60 kg O/R curve switches) as primary responsible. LP of train No. 08504 Pass for not maintaining the specified max speed of 15 kmph while negotiating more than one cross-overs & SSE/P.Way/PDT for poor maintenance of Point No. 59B & for conducting Joint Inspection of Points & Crossings in a casual manner as Secondary responsible.

**LESSON LEARNT:**

1. LP & ALP has to follow SR 4.10.02 regarding "speed at 1 in 8  $\frac{1}{2}$  turn out with curved switch shall not exceed 15 Kmph except on turn out provided with curved switches and laid on symmetrical splits where the speed will be 30 Kmph"
2. LPs & ALPs are to observe 15 Kmph whenever they are negotiating more than one crossover and 30 Kmph in 1<sup>st</sup> directional loop unless otherwise there is any speed restriction.
3. Regular counseling is also ensured to the LP & ALPs through their assigned CLIs & it is a continuous process.
4. Thorough joint inspection of points and crossings as per the prescribed guidelines is to be done and prompt compliance to the identified deficiencies duly recording the same in the joint inspection register need to be ensured.

All section DTIs, CLIs, JE/SSE (Sig), JE/SSE (P.Way), & 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.

  
17.5.24  
Pr. Chief Safety Officer(I/c)  
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.