

## **EAST COAST RAILWAY**

**Office of the  
Pr. Chief safety officer  
Bhubaneswar.**

**No:- ECoR/SFY/Alert advice-39/2024/519**

**Date: 18.07.2024**

**To**

**The Divisional Railway Manager  
KUR, SBP & WAT**

### **ALERT MESSAGE-39**

**Sub:- Recent accidents & unusual incidents in ECoR due to human failure.**

**The recent accidents/unusual incidents occurred in ECoR discussed as under happened due to casual approach, ignorance to safety rules, adoption of short-cuts and bad practices attributed to human failure. All concern are advised to be alert & sincere to duty to prevent recurrence:**

1. On 11.03.2024 at 04:14 at Palasa Station of KUR Division, Train No. E/SNF-CONCOR overshot UP Home signal in danger and stopped after occupying point No. 59/BT at a distance of 680 meters from UP Home signal. The train passed Distant with double yellow at 54 kmph; Inner Distant with single yellow at 65 kmph, Home at 74 Kmph and after passing point no. 51A, burst the point No. 59B and passed point no. 77A. Both LP and ALP failed to control the train before home signal at danger. Train No. 08534 (PSA-BBS) pass standing on R/2; route set for its scheduled departure at 04:15 hrs. Thus a major disaster averted.
2. On 01.04.2024 at Ichhapuram station (IPM) of KUR Division E/NRPA was admitted on DN main line (R3) at 01:15 hrs and detained for coaching precedence. DN coaching 22641 Shalimar Exp was granted line clear to Jharpudi Station (JPI) which left at 01:21 hrs. The on duty SM set DN main line and tried to operate DN main home, DN starter & DN Advanced starter repeatedly forgetting the said line is already occupied by DN Goods train & R4 is clear for passage of trains. In the mean time train no. 22641 stopped outside home signal at 01:30 hrs and the station master chose to operate the Calling on signal for main line at 01:31 hrs & the LP started the train as per the signal at a speed of 8-9 Kmph and entered main line and stopped at point No 20A observing the Tail lamp of the Goods train and danger signal shown by the TMR of the said train. The SM was on duty from 0:00 hrs.
3. On 23.03.2024 at 13.50 Hrs in Hirakud yard of SBP Division; Train No. N/DDIP during reversal of MELE from R/6 to R/5 at SBP end and while backing from R/5 to sick siding at Godbhaga end without changing of Cab, dashed with stop board of sick siding resulting lifting of front trolley.
4. On 02.05.2024 at 17:25 hrs while entering on R/2 (M/L) at km no. 23/7 of Muktaposhi station of KUR Div, train no. E/NEYT derailed by rear trolley all wheel of 27<sup>th</sup> wagon from brake van due to hot axle wagon. This indicates failure of train passing staff towards early detection of hot axle in wagon during exchange of all right signal.
5. On 05.05.2024 at 06:00 hrs Loco of leading rake (OK-9) of DD (OK/9 + NE/JSPL) derailed by all wheels due to bolder on track between Boddavara &

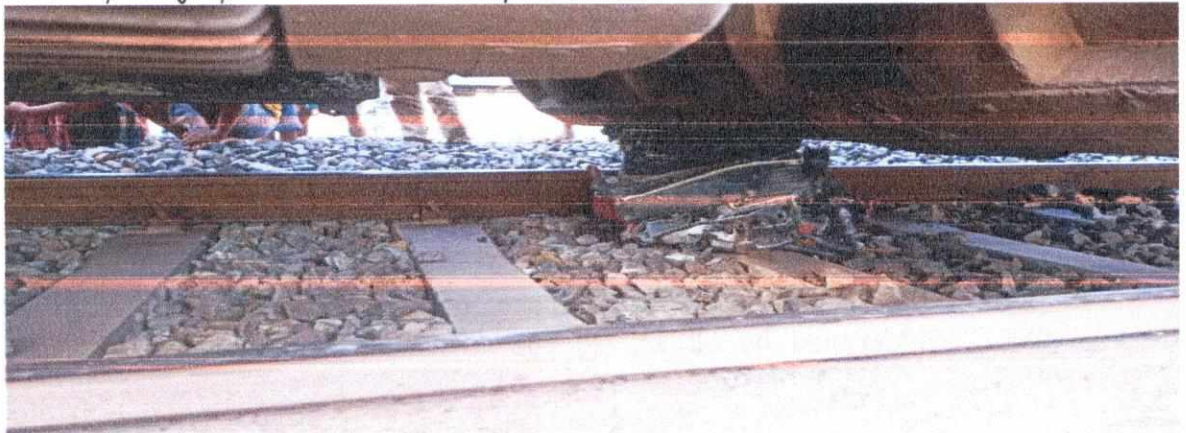


Shivalingapuram at km no. 44/4-6 (WAT Div) due to improper work and protection of cutting location for D/L work. No stationary watch man provided.

6. On 14.05.2024 at 04:45 hrs at LPG station of SBP Division: 58BFNVE + 1 MT with siding Loco driven by JSW siding, LP overshoot the Shunt signal No. 7, entered LPG yard and stopped after passing DS point 101 in reverse & Pt. no. 53, 75A & DS 77 (in normal position) by loco & 03 wagons and stopped. The LP again pushed back the train without permission of SM; got two route and derailed by 03 wagons, damaging DS point no 77. On duty SM kept the point No.101(DS) in reverse condition after passing of Train No. N/BPSL from LPG yard R3 to BPSL siding at 03:50 hrs upto time of derailment instead of keeping the point in open condition after passage of the said train into BPSL so as to isolate siding with LC gate & station yard.
7. On 18.05.2024 at 18:13 hrs while admitting on R/7 of Chhatrapur yard (CAP) of KUR Div, DN E/Engg (Spl) derailed by 12<sup>th</sup>, 13<sup>th</sup> & 14<sup>th</sup> wagon from Engine over X-ing point No. 38 'A' & 'B'; obstructing DN line, R/6, R/7 & Siding line. The reason is Uneven loading on account of residual ballast left in the 13<sup>th</sup> wagon as two doors (LHS) of the wagon were jammed during unloading of ballast.
8. On 22.05.2024 at 06:30 hrs while admitting UP NBOX(E) on Calling On signal into R/5 of Handapa station of SBP Div for placement; train derailed by all four wheels of front trolley of 1st wagon from Engine in between electric mast no. HNPA-G/17 & HNPA A/1040 without any infringement of other line due to Track jam with coal.
9. On 25.04.2024 (SBP Div): Hot axle in coach No. ECo 128462, GS of Train No. 18125 (Rourkela-Puri) Exp was detected during rolling in examination & detached at SBP.
10. On 29.05.2024 Train no. 20841 Bhubaneswar-Visakhapatnam Vande Bharat Exp was detained at Huma station for auxiliary reservoir drain cock of 1<sup>st</sup> coach broken due to hitting with spanner of key man which was kept beside the track in between Rambha-Huma section. The key man left site leaving the spanner.



11. On 13.06.2024 at 16:03 hrs train No 12868 Puducherry - Howrah Exp dashed with rail dolly bearing welding machine at km 428/20-18 near MCS DN Adv Starter between Mancheswar - Bhubaneswar New of KUR Div while returning after block for renewal of glued joint & welding with Agency workers under supervision of Section PWI/MCS. No casualty & injury. Train detained at spot for 44 mins.





12. On 01.06.2024 at 9:25 hrs at Km 559/1 between SBP-SLRA stations of SBP division train No 15027 (SBP-Gorakhnath) Mourya Exp parted between power car & H1(1<sup>st</sup> & 2<sup>nd</sup> from loco) due to improper locking of lock/link pin. The same was coupled and train started & again parted between same coaches. This resulted in IV Coupler connector badly damaged, HOG connection between coaches broken and unsafe for run. One additional HOG loco was attached in rear to supply power to entire train. Train was accompanied by C&W staff, CLI & ADEE/SBP. There was heavy detention to train service.
13. On 01.07.2024 at Kuhudi station of KUR Div, train no. 22641 Dn Shalimar Exp stopped at km 505/14-12 as BP dropped due to BP pipe of coach-B/2 burst. Sand box no. 5 of loco entangled, hit Platform coping, leading to damage of water tank and BP hose pipe of B2 coach. Foot step of rear cab got bent. Earth cable detached from wheel no. 7 of loco. Guard rail was broken at welding point. Distant block broken. Traffic affected for 39 min.



14. On 19.06.24 at 16:30 hrs on DN line at km 309/24-26 between Kenduapada - Manjuri Road of KUR Div, premature weld failure, detected by Keyman Sri Umesh Chandra Jena. 30 Kmph speed restriction imposed.



All section DTIs, CLIs, JE/SSE (C&W), JE/SSE (P.Way) are advised to counsel the staff about the lapses and monitor strict adherence of the instructions in letter & Spirit and ensure no short cut to be allowed under any circumstance. This should be discussed in monthly safety meeting.

*[Signature]*  
18.7.24  
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.