

 EAST COAST RAILWAY

OPERATING DEPARTMENT

ACCIDENT CASE STUDIES

AVERTED COLLISION

**LESSONS LEARNT**

* **Be alert while on duty. Do not presume be sure.**
* **The Station Master who gives line clear for a train shall remain on duty till the train has arrived and ‘Train out of Block section’ signal has been given by him to the station in rear and acknowledged.**
* **In the event of failure of LVCD complete arrival of trains shall be ensured as per prescribed procedures.**
* **Block Instruments shall be opened by authorized persons only.**

**CAUSES OF THE ACCIDENT**

* On duty SM/CLDR was not alert. He forgot to admit the DN train (ME/NYG/NBOX) into the station.
* Without ensuring complete arrival of the DN train he presumed previously stabled train P/PPTG on line no-3 as DN train no.ME/NYG/ NBOX.
* He did multiple mistakes and unauthorisedly opened the Block Instrument using both Operating and S&T keys ignoring its ‘Train Coming From’(TCF) indication and manipulate it.
* He asked line clear from SGDP for UP train(ME/DPCB) and taken ‘off’ departure signals.

 **TRAFFIC STAFF RESPONSIBLE**

* **Primary:**

On duty Station Master/CLDR

* **Disciplinary action taken:**

Removal from Service

**BRIEF DESCRIPTION OF ACCIDENT**

* LVCD between Sagadapata(SGDP) and Chilkidara(CLDR) stations(Single line section) of Khurda Road Division was suspended since 20.04.2017.
* On 25.05.2017, one DN Goods train( ME/NYG/NBOX) was despatched from Sagadapata towards Chilkidara (CLDR) at 0547 hours.
* Train was stopped at the foot of DN Home signal of CLDR due to ‘ON’ position of the Signal.
* In the meantime SM/CLDR despatched an UP train(ME/DPCB) towards SGDP.
* Loco Pilot of the UP train ME/DPCB after seeing another train standing on the same line i.e at the foot of DN Home signal of CLDR, stopped his train, thus head-on collision was averted.