

EAST COAST RAILWAY

Office of the
Pr. Chief safety officer,
Bhubaneswar.

No:- ECoR/SFY/Alert advice-49/322

Date: 30.05.2025

To

The Divisional Railway Manager
KUR, SBP & WAT

ALERT MESSAGE-49

Sub:- Unusual incident of Train Parting and unlawful action by staff involved.

A. BRIEF OF THE INCIDENT:

1. On 06.05.2025 train No. N-BOX/E/WAT; loco No 41225/41398 (WAG9/VSKP), Load: 59/59=1250T, CC rake BPC No: 50000760282 issued at RMUY/VSPS on 02.04.2025, Valid upto 06.05.2025 was released from AMB Siding after tippler unloading where there is damage to BV which was detached there and moved to KDLR.
2. The rake reached KDLR at 16:28 hrs and then SCR changed programme to send in UP direction as the grace period of CC rake is going to expire. Power reversed at KDLR and EOT at 19:00 hrs. LP conducted continuity check with TP (without Pressure gauge) and the train allowed on last vehicle to THV at 19:30 hrs without guard & without fixing of LVB in rear on SCR order.
3. The Train left LJR station at 21.00 hrs in 3rd line and controlled at AMB Home signal near LC RV-212 at 21:16 hrs. Home signal was taken off at 21:18 hrs. LP started the train, moved a distance of about 37 meters where he observed BP pressure of Loco dropped to 3.5 kg/cm² and informed SM/AMB to put back the signal till the problem resolved.
4. ALP was sent to find the cause of pressure drop. He found BP and FP angle cocks of the 47th wagon (Not counted by ALP) were in open condition. Without verification and assuming the said wagon was the last vehicle he closed the angle cock and the pressure in engine restored to 5 kg/cm².
5. The ALP neither counted the wagons from engine nor verify the last vehicle. Even he did not think the angle cock was in open condition may be due to parting of the train and the said wagon may not be the last vehicle wagon. He also failed to intimate the LP about the fact and the LP also did not confirm with the ALP about the last vehicle mentioned in SCR order No.1901 received through SM/KDLR.
6. The LP, thereafter, asked SM/AMB to take-off the signal. The home signal of AMB was taken off at 21.48 hrs and the train through passed via. R7 of AMB at 21.52 hrs to DKLU without exchange of signal & physical check by TP as there was a rake N/BRHU on line no.6 and N/MVAA on line no.8.
7. After passing of the train on duty SM/AMB found axle counter of 3rd line between LJR-AMB was showing occupation and he intimated the same to SCR. SCR advised DKLU to stop and examine the train. The train was controlled at DKLU, checked and found with only 47 wagons.
8. Meanwhile a banker loco on R1 sent with caution order through DN main line at 22:05 hrs who reported portion of a train without engine near LC gate RV-

212. A relief loco was sent to the section to clear the remaining 12 wagons from the 3rd line. The section was cleared at 01.25 hrs on 07.05.2025.
9. SM/AMB initiated the axle counter reset procedure without ensuring the cause of the occupation and complete arrival of train verification done at DKLU and also without exchanging PN for complete arrival. However, SM/AMB could not succeed to reset the axle counter as the same was not reciprocated by SM/LJR.

A. THE FOLLOWING IS REITERATED TO PREVENT RECURRENCE:

1. Pressure drop in loco can be due to Derailment/parting, BP pipe un-coupling etc. Hence thorough checking of continuity upto last vehicle need to be ensured and the reason to be noted (cattle run over, miscreant activity, etc..)
2. In this case the ALP has to count the wagons from engine upto the culprit wagon to ensure complete train and if not counted; when he closed the angle cock, must note the wagon number and verify with the last vehicle number after reaching the loco prior to start; could have prevented this incident.
3. Continuity check should be conducted upto the last vehicle of the train with pressure gauge by ALP/TP if guard is not available. Air Pressure gauge provision at all stations to be ensured.
4. ECoR JPO No.1/24 dated 09.01.2025 may also be followed for Brake power continuity test at originating and enroute stations when there is no brake van.
5. In case of trains running with last vehicle and without guard; GR 4.16, GR 4.17, SR 4.17.3, SR 4.17.02(a), SR 4.23.02 and ECoR JPO No.13 dated 03.10.2013 Part 'B' Para 8 to be strictly followed.
6. When complete arrival of the train is not ensured and block section showing occupation; Axle counter preparatory reset must not be initiated by SM and if necessary trains on adjacent line may be allowed with caution order apprehending the left out portion of the train may infringe the clear lines (SR 4.17.03, 4.23.02).
7. The 'axle in' and 'axle out' may be verified from the Axle counter display for any difference. In the instant case difference of 48 axles found.
8. For more details on axle counter reset; SEM PARA 17.7.4 & 17.7.5, BWM 4.37, 5.24(b) & 6.24 may also be referred.

This is to be circulated down the line to inculcate safety awareness among the field staff & to be discussed in Safety seminars/safety meetings & during counseling by officers/supervisors. At training centers and workshops the same may be discussed among the trainees/field staff. In case of any discrepancy the instructions of Codes and manuals shall prevail.

20/5/25
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.