

## **SOUTH CENTRAL RAILWAY**

Safety.387/Fly Leaf/12/2012

**Fly Leaf No. 12/2012**

### **Attention...**

## **ALL CONCERNED OFFICIALS – ACTION FOR PREVENTION**

In the last two weeks of December 2012, there were many accidents / unusual on our system as well as in other Zones. There is a need to tighten up the field working to avoid recurrence, considering the incidents that occurred on other Zonal Railways as serious warning signals. Following are the details of the accidents:

#### **1. SPAD at Tadipatri station of GTL Division:**

**Brief history of the accident:** On 20<sup>th</sup> December 2012, LP of PKPK loaded BCN load while working the train from GY towards RU station passed UP Home Signal of TU station at 'on' at 0840 hours. The train passed the Home signal by a length of loco + 4 wagons. ALP applied emergency and stopped the train. LP/NRE taken over charge of the train at GY station at 0615 hours and started his journey. He availed outstation rest of 12 hours, i.e., from 1815 hours of 19.12.2012 to 0615 hours of 20.12.2012. The LP had taken initial LR of MOO – GY – MOO section from 15.7.2012 to 27.7.2012 (**3 UP and 3 DN trips**). Subsequently, he had taken LR of the same section from 08.11.2012 to 11.11.2012 and worked the train/s from MOO to GY direction only. However, from GY to MOO direction this is the first trip in which the SPAD has resulted. The LP was graded 'B' initially but the nominated LI/NRE under whose control this LP was working has brought down the safety gradation of the employee from 'B' to 'C' on 21.7.2012 since the employee resumed duties after being under sicklist for the last 6 months (from January to June); and added to this, the general performance of the LP was also poor and did not show any upward improvement.

**Staff held responsible:** LP of goods train (Accident enquiry report awaited).

#### **2. Unusual incident at Chirala station of BZA Division:**

**Brief history of the accident:** On 23<sup>rd</sup> December 2012 at 1344 hours UP Home Signal was cleared towards MAS direction for mainline at CLX station

for UP BOX' N' Empty Goods bound to KAPT **but the train entered onto loop line at 1349 hours as per the datalogger report.**

**Cause of the incident:** ESM-I/CLX was working on the Point No.19 without issuing S&T Disconnection Notice (T. 351) to the Dy.SS violating the instructions given under Part 'C' of Appendix XIII to G&SR. However since the loop line was vacant a possible collision was avoided. The train was further despatched by Dy.SS/CLX by applying route cancellation for mainline Starter. The LP started his train and stopped at next immediate station, i.e., Vetapalem and gave 'all concerned' message.

**Staff held responsible:** Prima-facie the ESM-I/CLX, JE/Signals/BPP and SSE/Signals/OGI were suspended.

**Other matters brought to light:**

- The LP failed to stop and issue a written complaint to Dy.SS/CLX since the train entered onto loop line when the signal was cleared for reception onto mainline.
- Dy.SS/CLX knew pretty well that he has signalled for mainline and the train entered onto loop line, **but he failed to give 'all-concerned' message. Instead, it appears that he colluded with S&T staff and tried to suppress the facts.**

### **3. Derailment of 17209 Express (SBC-CCT) at BZA station of BZA Division:**

**Brief history of the accident:** On 26<sup>th</sup> December 2012 at about 0230 hours while Train No. 17209 SBC-CCT Express was signalled for reception onto Road No.1 (PF 1) at BZA station of BZA Division, train engine derailed blocking movements towards South direction, i.e., towards GDR.

**Cause of the derailment:** Prima-facie cause is due to the breakage of check rail while passing acute crossing of diamond portion of scissor cross-over.

**Staff held responsible:** JE/P.Way/BZA initially suspended and the enquiry is in progress and enquiry report is awaited.

### **4. Derailment of wagon at BZA marshalling yard of BZA Division:**

**Brief history of the incident:** On 26<sup>th</sup> December 2012 at about 1630 hours while performing shunting, LP of shunting engine (diesel loco with long hood leading) with one wagon (engine pushing) onto Road No.18 in

marshalling yard/BZA side collided with another wagon which was on Road No.17 in fouling condition.

**Cause of the derailment:** Prima-facie cause is due to the failure of Shunting Master and other shunting staff who did not ensure fouling clearance on Road No. 17 and allowed movement onto Road No. 18.

**Staff held responsible:** Shunting Master and Pointsmen involved in shunting operations.

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## OTHER RAILWAY CASES

### 1. **Collision after initial SPAD at Chabua station of Tinsukia Division in NF Railway:**

**Brief history of the incident:** On 26<sup>th</sup> December 2012 at about 1930 hours, crossing was arranged between Train No. 55908 DN Passenger and UP light engine at Chabua station which is situated on single line, non-electrified, route 'E' section of Tinsukia Division. As per the crossing arrangement at Chabua station, passenger train was planned to be received on to loop line (platform line) and UP light engine onto main line. **But, the LP of light engine passed UP mainline Starter signal at 'on' and collided with incoming Passenger train resulting in derailment of loco, injuries to 10 persons of which 4 are 2 LPs + 2 ALPs.**

**Cause of the accident:** SPAD by the LP of light engine.

### 2. **Collision at Bellary station of UBL Division on SW Railway:**

**Brief history of the accident:** On 29<sup>th</sup> December 2012 at about 0905 hours Train No. UP 17003 (HYB – KOP) Express which started from Road No.2 of BAY station collided with DN BOXN Empty Goods train near Intermediate Starter of BAY bye-pass Cabin of Hubli Division/SWR. As a result of this, loco of express train + 4 wagons derailed. However, no injuries are reported.

**Cause of the accident:** LP of 17003 Express passed Intermediate Starter signal at 'on' and collided with the DN Goods train which stopped on bye-pass line for crew changing. The crew of Goods train and CASM/Bye-pass Cabin failed to ensure fouling clearance when the goods train was stopped for crew changing, a basic rule violation. Coupled with this, Dy.SS/BAY

started the train by taking 'off' Starter of Road No.2 without receiving the slot from CASM/Bye-pass Cabin for Intermediate Starter signal which is in violation of Station Working Rules of BAY station.

**Staff responsible for the accident:** Prima-facie, the LP of express train and the enquiry is in progress and enquiry report is awaited.

**3. Collision at Marwar Mundwa station in Jodhpur Division of North Western Railway:**

**Brief history of the accident:** On 29<sup>th</sup> December 2012 at about 0213 hours when crossing was arranged between DN 09734 Express and FDK-FCGM Special Goods at Marwar Mundwa station. Goods train was received on loop line at 0210 hours. It was planned to receive the express on to mainline. **In the meantime, the LP of express train overshoot the DN Home Signal of Marwar Mundwa station and collided with the Goods train resulting in injuries to passengers.**

**Cause of the accident:** Prima-facie, the cause of the accident was due to SPAD caused by the LP of Express train. Enquiry is in progress and enquiry report is awaited.

**CHIEF SAFETY OFFICER  
SAFETY ORGANISATION**