

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/01/2022

Fly Leaf No. 01/2022

Attention.....

Operating & S&T staff

Derailment of Train No.02346 /DN Saraighat special at Km 136/3-4 at Chaygaon(CGON) yard in Rangiya division in Kamrup Rural District, Assam, BG single line, D route, at about 13:31 hrs on 25.08.2021 in North Frontier Railway

The above accident was inquired by a committee of SAG officers consisting of PCSO, CPTM/NFR, CRSE/Coaching/NFR, CSE/NFR and CSC/RPF/NFR. The inquiry report of above accident has been finalised and accepted by General Manager, North Frontier Railway.

The inquiry committee concluded as follows:

Derailment mechanism:-

- After passing of 07030 UP Secunderabad Spl, at about 12.30/12.35 hrs on duty SS/CGON, told Sr.Tech./CGON verbally that Gate lock indication button of LC Gate NN-249 found loose and requested to attend the same.
- Then without taking failure memo and disconnection, at about 12.40hrs Sri. Pradip Kumar Deka, Sr.Tech./Signal/CGON opened the Front glass cover of the Panel to attend the Gate lock button and opened the back cover of the Panel to see visually whether any loose wire below Operating Panel. Panel Front cover was opened after removing the seals of Emergency button.
- At about 13.05hrs Line clear granted for Train No.02346Dn to SS/MRZA and at about 13.10hrs, out report received through TLBI. At 13.12 hrs., SS/CGON told on duty Gateman of LC Gate No. NN-249 to close the LC Gate. Gateman closed the Gate and relayed the Gate lock indication to SM/Panel but Gate lock indication could not be acknowledged by on duty SS/CGON due to existing button failure.
- At 13.15hrs, when SS on duty tried to take off Dn Home Signal, it also not responded & route also not appeared due to SM Key being in Off position. Since the Gate was still in failed condition, SS/CGON then sent on duty P/Man, to receive the train by issuing T/369(3b) for Dn Home Signal for line No.2 without

clamp & padlocking of the relevant points even though route did not appear on panel.

- Train started from home signal at around 13:29:48, after handing over of T/369(3b). SS on duty, tried to take off DN advance starter and starter but signal/route did not appear since SM key was in Off position .
- Now Sr Tech/Signal/CGON and Khalasi/Helper/Signal/ CGON put back the panel front cover.
- Now duty SS/COGN, realized that SM key is in off position. He then turned SM Key On and tried to clear DN advance starter and starter.
- Meanwhile train occupied berthing track and when SM key was turned in On position EBPU relay picked up at around 13:31:22 and point button 106/108 relay also got picked up at around 13:31:23 and point button 102/104 relay also got picked up at around 13:31:24. Since points were not protected by Clamp and Padlock, Point 102/104 & 106/108 moved in reverse position and the portion of train 02346 DN Saraighat Spl which was over these points got derailed and coaches moved from main line no 2 towards loop line no 3.
- Meanwhile Dn Advance Starter appeared at around 13:31:25 and Dn Starter appeared at around 13:31:27

Cause of the accident:

1. Working of train without ensuring clamping and pad locking of point after signal failure even though route did not appear on panel.
2. Rectification work being carried out on Operating Panel without disconnection.
3. Defective button circuit of CGON causing undue operation of Point 106/108 and 102/104 while train was still over points
4. All the concerned staff four persons viz SS/CGON, Sr.Tech/Signal/CGON , Khalasi/Helper/Signal /CGON , MS/Porter/CGON were working Hand in glove in connivance with each other resorting to shortcuts and unsafe working

Persons held responsible for accident:

Primary:

1. SS/CGON Deka - he failed to ensure-
 - i) Clamping and pad locking of point 106/108, 102/104 after signal failure before admitting train 02346 at COON station on 25.8.2021 which is violation of G&SR 3.68/3(i) (a) &(b)
 - ii) Rectification work in Operating Panel only after disconnection
 - iii) Also he was working Hand connivance with S&T Staff shortcuts and unsafe working
2. Sr. Technician / Signal! CGON-started rectification work in Operating Panel without disconnection Also he was working Hand in glove in connivance with Operating Staff resorting to shortcuts and unsafe working

Secondary:

- a. MS Porter/CGON - he failed to ensure clamping and pad locking of point 102/104 and 106/108 before handing over T/369(3b) Also he was working Hand in glove in connivance with S&T Staff resorting to shortcuts and unsafe working
- b. Khalasi/Helper/Signal/ CGON – he did not stop the Rectification work being carried out on Operating Panel without disconnection Also he was working Hand in glove in connivance with Operating Staff resorting to shortcuts and unsafe working

Blameworthy:

1. TI/AZA - he failed to check if Staff under him is properly following safety rules and safety instruction and are not resorting to shortcuts and unsafe working
2. SSE/Signal/GLPT - he failed to check if Staff under him is properly following safety rules and safety instruction and are not resorting to shortcuts and unsafe working

PRINICPAL CHIEF SAFETY OFFICER

SAFETY ORGANISATION

SOUTH CENTRAL RAILWAY