



VIVEK SAHAI

(54)
अध्यक्ष, रेलवे बोर्ड
एवं
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रेल मंत्रालय
नई दिल्ली-110 001
CHAIRMAN, RAILWAY BOARD
&
EX-OFFICIO PRINCIPAL SECRETARY,
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
NEW DELHI-110001

D.O. No. 2010/Safety(A&R)/3/15

09/08/10

My dear Verma

Sub: Delay in Restoration of Traffic after Track/OHE fit subsequent to Train Accident

The passage of trains even after Track/OHE fitness is received of the affected portion consequent to a train accident is often delayed abnormally. This could be as a result of over enthusiasm on the part of senior officials at site of a train accident to give the fitness of Track/OHE in advance so as to reduce the duration of disruption, or lack of coordination with the Control and Operating Officers.

An analysis of the time gap in the passage of the first train, after restoration of a train accident, during the previous 2 years (i.e. 2008-09, 2009-10, and April-July 2010) has revealed unacceptable length of delays. As per the enclosed statement, the analysis has revealed considerable scope for improvement. The time of passage of the first commercial train, i.e. a regular coaching/freight train, should be the one to decide the time of restoration.

As per Board's policy in instructions regarding "Reclassification of Accidents" contained in letter no. 2000/Safety(A&R)/19/20 dt. 14.12.2000, the threshold value of interruption of communication is prescribed in para 10(vii) of the above circular. It is indicated therein that "Interruption is defined as duration from the time of accident till starting of first train on line clear from adjacent station for movement over the affected line in the section". The first train should be taken to mean a regular commercial train. I would like that the concern of the Board be emphasized to all Divisions for improved coordination between the Operating officers and Control with the officers at site. This is necessary to ensure the best utilization of the track is made use consequent to dislocation of traffic.

With best wishes,

Encl: As above

Shri R.N. Verma
General Manager
Central Railway
CSTM, Mumbai

ALL General Managers
Railway

Yours sincerely

(Vivek Sahai)

Subject : Delays in Restoration of Commercial Traffic after Track/OHE Fitness subsequent to Train Accident.

Analysis of previous years (2008-09, 2009-10 and April-July 2010):

- (A) Restoration of commercial train movement after **TRACK FIT** took:
- more than 1 hr. in 78 cases,
 - more than 2 hrs. in 45 cases,
 - more than 3 hrs. in 22 cases,
 - more than 4 hrs. in 16 cases,
 - more than 8 hrs. in 7 cases,
 - more than 12 hrs. in 2 cases,
 - 20 hrs. in 1 case.
- (B) Restoration of commercial train movement after **OHE FIT** took:
- 30 minutes to 1 hour in 15 cases,
 - 1 hr to 2 hrs in 4 cases,
 - 2 hrs to 3 hrs in 4 cases,
 - 3 hrs to 4 hrs in 2 cases

A few sample cases of delays are as under:-

- In the derailment of EMU train at CSTM in Kurla – CST Section of Mumbai Division, on 2.11.2009 track was declared fit at 06.20 hrs. (PF No. 5) and first train passed at 19.00 hrs. (after 12 hrs. 40 minutes).
- In the derailment of 2391 Shramjeevi Express in Bakhtiyarpur-Rajgir Section of Danapur Division, track was declared fit at 19.00 hrs. on 24.04.2008 and the first train 2392 passed at 04.16 hrs. on 25.04.2008 (9 hrs. 16 mts.)
- In the derailment of Goods Train in Sitabanji - Nilkanteshwar Section of Khurda Road Division on 01.06.2008, track was declared fit at 1630 hrs. and the first train (Goods) passed at 0030 hrs. on 02.06.2008. (8 hours)
- In the derailment of Goods Train in Lumding - Badarpur Section of Lumding Division on 04.01.2009, track was declared fit at 2135 hrs. on 04.01.2009 and the first train (Goods) passed at 0720 hrs. on 05.01.2009. (9 hrs. 45 mts.)

- In the derailment of 2203 Up Garib Rath in Barabanki - Gorakhpur Section of Lucknow Division on 01.12.2009, Up line track was declared fit at 2220 hrs. on 01.12.2009 and the first train 5273 passed at 0600 hrs. on 02.12.2009. (7 hrs. 40 mts.)
- In the derailment of Dn JSME Special in Bandikui-Agra Section of Agra Division of NCR on 26.05.2008, track was declared fit at 0755 hrs. and the first Goods train passed after 11 hours 30 minutes.
- In the derailment of 2331 Howrah - Jammu Tawi Himgiri Express on Lucknow-Varanasi Section of Lucknow Division, Dn line track was declared fit at 1905 hrs. on 24.12.2008 and the first passenger train 8104 passed via Dn line at 1505 hrs. on 25.12.2008. (after 20 hours).