



VIVEK SAHAI

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अध्यक्ष, रेलवे बोर्ड  
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पदेन प्रमुख सचिव, भारत सरकार  
रेल मंत्रालय  
नई दिल्ली-११० ००१  
CHAIRMAN, RAILWAY BOARD  
&  
EX-OFFICIO PRINCIPAL SECRETARY,  
GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
NEW DELHI-110001

DO No.2010/Safety(A&R)/3/19

September 29, 2010

My dear (COMs, All Zonal Railways)

**Sub: Mobility at accident sites – Congestion from ARTs/ARMES/Cranes**

On a number of Zonal Railways, more than the required number of ARMES/ARTs/Cranes was ordered subsequent to an accident. As many as 3-4 ARTs (and/or 3-4 ARMES) have been moved in some cases to deal with one accident; some of these had accordingly to be returned back midway even without reaching the site. A letter expressing Board's concern on the above was addressed to all GMs (copy enclosed) by Safety Directorate in which this aspect was highlighted along with a sample list of such cases.

Undue congestion at the site of accident, or at the adjacent stations, leads to delay and affects restoration. Mobility on or near the accident site is the prime concern and responsibility of Operating Officers. The Block Stations adjacent to the site of accident have to be kept free of any train or stabled load, as far as possible, so as to provide faster clearance of derailed wagons/coaches and facilitate reaching of urgently required material/labour at the site. Operating Officers in the field have obviously given up following this age old practice.

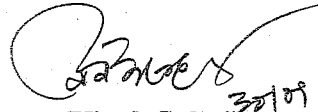
In the recent case of collision at Badarwas station of Bhopal Division on West Central Railway on 20.09.2010, as many as 10 ARMES/ARTs/Cranes were ordered after the accident. A number of high officials also moved by special trains, one of which was taken up to the site rather than up to a major station short of the site, and from there the officials should have been taken by road. This is despite the block section on one side of 50 kms; and on the side of 27 kms length. Most road-side stations on the section are 2 line stations.

The first principle taught to an Operating Officer on "Management of Accident" is to watch that mobility is ensured on and near the site of accident. We need to revive these age old concepts among all Operating Officers down the line.

With best wishes,

Encl: as above

Yours sincerely,

  
(Vivek Sahai)

रेलवे मंत्रालय  
Ministry of Railways  
रेलवे बोर्ड  
Railway Board  
अनुलग्नक सहित जारी  
Issue with Enclosure  
हस्ताक्षर  
Signature  
जारी की तिथि  
Date of Issue

30/9/10

कृपया जारी करें।  
दीपचन्द  
30.9.10

S.N.

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

No. No.2010/Safety(A&R)/3/19

New Delhi, dated 07.09.2010

The General Managers,  
All Indian Railways  
including Konkan Railway, Navi Mumbai

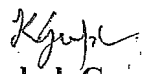
**Sub : Ordering of limited no. of ARTs/ARMES/Cranes as per actual requirement to tackle train accidents.**

On some of the Zonal Railways it has been observed that more than the required number of ARMES/ARTs/Cranes are ordered subsequent to an accident. There have been instances when as many as 3-4 ARTs have been ordered by Zonal Railways and accordingly had to be returned even without reaching the accident site. A sample of such cases of excessive ordering w.e.f. 1.4.2010 is enclosed.

Excessive ordering of ARTs/ARMES/Cranes results in undue congestion of accident site where mobility is prime concern after an accident. The Block Stations adjacent to the site of accident have to be kept free of any train or stabled load, as far as possible, so as to provide faster clearance of rerailed wagons/coaches and facilitate reaching of urgently required material/labour at the site.

Whereas no norms can be legislated in this regard, prudence need to be observed by the Zonal Railways keeping in view the objective of expeditious restoration and mobility/fluidity of the Block Stations on either side of the accident site as also at the site itself.

Encl : As above.

  
(Kamlesh Gupta)  
Adviser Safety  
Railway Board

Copy to : Chief Operations Managers/ All Indian Railways.  
Chief Safety Officers/All Indian Railways

## Movement of ARTs and Cranes (01.04.2010 to 31.08.2010)

DATE OF ACDT	TYPE OF ACDT	RLY	DIVISION	STATION / BLOCK SECTION / S-LINE/D-LINE / TRAIN NO	BRIEF DESCRIPTION	RELIEF OPERATION
19-Apr-10	Deraiment	ECOR	Waltair	Silakjhor(SZY)- Dilmili(DMK) / <u>Single Line</u> / BD-11/4 Goods	While the train was on run in block section, its all the three locos + 18 BOXNL derailed at km.333/03 out of which 17 capsized. Through communication blocked on section. 200 meters of track damaged.	ART+120t Crane/KRDL ordered at 01.10, left 02.20, arrived SZY 05.42, reached site at 07.00 hrs  ART+140t Crane/KRPU ordered at 01.10, left 02.20, DMK 06.05 to 06.10 hrs, reached site at 06 hrs  ART120t Crane/RGDA ordered at 01.20, left 02.40 hrs
20-Apr-10	Deraiment	SR	Tiruvananthapuram	Pudukkad(PUK)- Irinjalakuda(IJK) / <u>Double Line</u> / AFK/CGV/N Goods	While the train was on run in block section, its 5 BCN/L (9th to 13th from Brakevan) derailed at km 47/200-500, out of which 03 wagons capsized blocking through communication. Four OHE masts damaged.	SPART/SRR ordered at 15.10 hrs, left at 15.35 hrs, arrived at PUK-17.10 hrs, reached site at 20.30 (20-04-2010)  ART/ERM ordered at 15.10 hrs, left at 16.05 hrs, reached site at 20.30 hrs (20-04-2010)  ART+140t Crane/ED ordered at 15.45 hrs, left 16.15 hrs, reached site at 06.15 hrs (21-04-2010)
01-May-10	Deraiment	ECOR	Khurda Road	<u>At Sumadevi Station /</u> <u>Double Line</u> / BZA-39 Goods	While the train was being admitted on Route No-01 its loco pilot could not control the train and entered into the Dead-end after overshooting the Starter Signal resulting its T/E with 07 BOXNL wagons derailed/capsized blocking both Up and Down lines. Engine grounded 60 metres ahead of the Dead end.	ART/KUR with 140T Crane ordered at 06.30 hrs. at 07.10 hrs and reached Site at 11.40 hrs  ART/VSKP with 140T Crane ordered at 06.46 hrs, left at 08.10 hrs.  ART/PSA ordered at 06.30 hrs. left at 08.25 hrs, reached site at 11.00 hrs.
07-May-10	Deraiment	ECR	Sonepur	Desari(DES)-Chak Sikander(CSR) / <u>Single Line</u> / 3105 Express (Sealdah-Balia)	While the train was on run in Block Section, its 04 coaches (13th, 14th, 16th and 17th from train engine) derailed at km 249/01-03.	ARME/SEE ordered at 02.23 hrs, left at 03.28 hrs, reached CSR at 04.05 hrs.  ART/SEE ordered at 02.23 hrs, left at 04.07 hrs, reached site at 06.10 hrs.  MFD/BJU ordered at 02.25 hrs, left at 04.00 hrs, reached site at 06.10 hrs  Tower wagon/HJP ordered at 03.25 hrs, left 03 hrs, reached site at 04.48 hrs.
08-May-10	Deraiment	ECOR	Waltair	Srungavarapukota(SUP)- Mallivdu(MVW) / <u>Single Line</u> / BSF-10/5 Goods	While the train was on run in Block Section, its 08 Wagons (23rd to 30th from train engine) derailed out of which 6 capsized at km 16/18.	ART+120t Crane/VSKP ordered at 12.19 hrs, left 13.15, reached site at 15.45 hrs.  ART+120t Crane /RGDA ordered at 12.20 hrs, left 13.20 hrs.  MFD/KRPU ordered at 12.15 hrs, left at 13.20 hrs  Tower wagon/SCMN left 13.10 hrs, reached site 13.55 hrs, work started at 14.15 hrs.
25-May-10	Deraiment	ECR	Sonepur	Kharik(KHQ)- Naugachia(NNA) / <u>Double Line</u> / 2424 Dn. Rajdhani Express	While the train was on run in block section, its 14 coaches (5th to 18th from train engine) derailed at km 63/05 blocking Dn. Line only.	ARME/KIR ordered at 06.40 hrs left at 07.10 hrs, reached site at 08.10 hrs and returned due to required, arrived back to NNA at 09.35 hrs.  ARME/BJU ordered at 06.40 hrs left at 07.10 hrs, reached site at 13.02 hrs, work started at 13.05 hrs.  MFD/KIR ordered at 06.42 hrs left at 07.30 hrs, arrived NNA from 08.25 hrs, reached site at 14 hrs.  ART+140t Crane/SEE ordered at 06.45 hrs left 07.20 hrs, KHQ arrival at 10.50 hrs.  ART+140t Crane/NJP ordered at 07.00 hrs left 07.30 hrs, controlled at KUA.

28-May-10	Collision	SER	Kharagpur	<p>Khemasuli (KSO)- Sardiha (SUA) / <u>Double Line</u> /</p> <p>i) 2102 Jnaneshwari Express ii) Dn.N/SG/PRDP Goods</p>	<p>The train passed through Khemasuli station at 01.15 hrs, at this time consequent upon a bomb blast 13 coaches along with train engine derailed at km 134/17. Reportedly 5 coaches capsized infringing Dn. Line. Dn.N/SG/PRDP coming from opposite direction (Down Line) which had left Sardiha station at 01.13 hrs hit with infringed coaches, as a result train engine and 06 wagons and the Double headed Locomotive of Goods train also derailed. Through communication blocked on section. Track, 400m on Up Line and 200m on Dn. Line Damaged. OHE masts, 03 on Up Line and 01 on Dn. Line also damaged.</p>	<p>ARME/KGP ordered at 01.25, left site at 03.10, left site at 04.30 with 45 arrived back at KGP at 05.17 hrs. Left for site at 05.55 (2nd Trip), reached site at 05.45, left site at 07.35 and arrived KGP at 09.15 hrs.</p> <p>ARME/TATA ordered at 02.00, left at 02.25, reached site at 05.45, left site at 07.55 hrs.</p> <p>ARME/CKP ordered at 03.05, left at 03.25, reached site at 07.00, left site at 07.50 hrs with DRM/C with DO's.</p> <p>ARME/HWH ordered, left at 05.58 hrs - 1 required.</p> <p>ART+Crane/KGP ordered, left at 08.06, arrived Kolaikunda at 09.25, left 09.50 on Up Line, reached site at 11.10 hrs.</p> <p>ART+Crane/BKSC ordered at 04.20, left at 05. departure ex. TATA at 11.00 hrs.</p> <p>ART+Crane/CKP ordered, left at 03.55, arrived Jhargram at 07.40, left 10.25 after marshalling on 1 Line.</p> <p>MFD/TATA ordered at 02.30, left at 03.00, reached site at 12.40 hrs (earlier controlled at SUA from 06.52)</p>
08-Jun-10	Deraiment	SER	Chakradhar pur	<p>At Sini Station/ <u>Double Line</u> / Dn. N/BOY-515</p>	<p>While the train was passing through station, its 03 wagons (22nd to 24th from Brakevan) derailed blocking both Down and Up Lines.</p>	<p>ART/CKP ordered at 17.35 hrs left at 18.15 hrs reached site at 20.00 hrs</p> <p>140t Crane/CKP ordered at 17.45 hrs left at 20 hrs.</p>
15-Jun-10	Deraiment	SWR	Hubli	<p>Tavargatti- Nagargalli / <u>Single Line</u> / 1047 Miraj-Hubli Express</p>	<p>While the train was on run in Block section, its train engine and 04 coaches derailed blocking through communication.</p>	<p>ART/TATA ordered at 17.35 hrs, left at 18.10 hrs reached site at 19.30 hrs.</p> <p>ARME/UBL ordered at 04.45 hrs left at 05.30 hrs cancelled.</p> <p>MFD/UBL ordered at 04.45 hrs left at 05.40 hrs reached site at 09.30 hrs.</p> <p>ARME/Castle Rock ordered at 05.20 hrs, left 05.55 hrs, cancelled.</p>
08-Jul-10	Deraiment	NFR	Alipurduar	<p>Chautara(CROA)- Gosaigaonhat(GOGH) <u>Double Line</u> / 2518 Dn. Garibrath Express</p>	<p>While the train was on run in block section (over the bridge No. 232 (03m x 18.3m Girder) on River Modati), its train engine derailed due to suspected bomb blast and dropped down on the ground on bridge approach. 06 Coaches also derailed out of which one coach (Power Van) capsized blocking Down line only. Up Line clear.</p>	<p>MFD/Castle Rock ordered at 05.20 hrs, left at 06 hrs, reached site at 11.45.</p> <p>ARME/APDJ ordered at 02.30 hrs, left at 03.00 hrs reached site at 04.00 hrs. Left from site at 05.05 hrs injured passengers, arrived APDJ at 06.30 hrs.</p> <p>ARME/NBQ ordered at 02.45 hrs, left at 03.22 hrs subsequently cancelled at 05.38 hrs.</p> <p>ART+140t Crane/NJP ordered at 02.30 hrs left 05. hrs arrived SRPB at 08.37 hrs, reached site at 10. Work started at 10.45 hrs</p> <p>ART+140t Crane/NBQ ordered at 02.45 hrs, left 03.55 hrs, arrived FKM at 04.45, left FKM at 18. reached site at 21.15 hrs. Bomb Disposal Sq reached site at 09.45 hrs. (08-07-2010)</p>

08-Jul-10	Derailment	SWR	Mysore	Yedakumari (YDK)- <u>Shrivagilu (SVGL)/</u> <u>Single Line /</u> NLE/N/Goods	While the train was on run in block section, its 08 wagons (13th, 15th to 21st from train engine) derailed (Derailed/06 + Capsized/02) at km 82/700-900 out of which 04 wagons (18th to 21st from train engine) derailed in Tunnel No. 41. Through communication blocked on section.	MFD/SKLR ordered at 17.45 hrs, left at 19.40 hrs reached site at 01.25 hrs (09-07-2010)  ART+140t Crane/SBC ordered at 17.50 hrs, left 18.30 hrs, arrived Tumkur (TK) 20.10 hrs (08-2010), returned to SBC as per ADRM order.  ART/MAQ ordered at 17.55 hrs, left at 18.30 hrs passed Kabakaputtur (KBPR) at 20.20 hrs, reached site at 22.00 hrs. (08-07-2010). Sent to SBHR, 03 wagons at 03.00 hrs, reached SBHR at 04.50 hrs and arrived back at site at 06.30 hrs (09-07-2010)  Material Van/ASK ordered at 17.50 hrs, left at 18 hrs Relief Engine arranged YDK, left at 19.10 hrs clear rear portion reached site at 19.45 hrs.  140t Crane/KRCL demanded at 17.55 hrs, arrived Subramanya Road (SBHR) and left 06.30 hrs for : Reached site at 07.00 hrs (09-07-2010)
19-Jul-10	Collision	ER	Howrah	At Sainthia Station(SNT) / <u>Double Line /</u> (i) 3404 Vananchal Express (ii) 3148 Uttar Banga Express	While the train No. 3404 Dn. Express was leaving yard from Platform No. 04, Train No. 3148 Dn. Express collided from rear resulting 03 coaches (SLR+02 GS) of 3404 Dn. badly damaged.	ARME/RPH Ordered at 02.10 hrs, Left at 02.48 hrs Reached site at 03.37 hrs  ARME/ASN Ordered at 02.30 hrs, Left at 03.10 hrs Reached site at 05.50 hrs  ARME/HWH Ordered at 02.52 hrs, Left at 03.44 hrs Reached site at 07.20 hrs  ARME/MLDT Ordered at 02.10 hrs, Left at 03.00 hrs, Reached site at 06.00 hrs  ART/RPH Ordered at 02.10 hrs, Left at 03.10 hrs Reached site at 06.42 hrs  140t Crane/RPH Ordered at 02.10 hrs, Left at 03.00 hrs, Reached site at 07.25 hrs  ART/UDL Ordered at 02.10 hrs, Left at 03.40 hrs Reached site at 06.00 hrs  140t Crane/ASN Ordered at 04.00 hrs, Left at 04.00 hrs, Reached site at 09.20 hrs  ART/BWN Ordered at 02.28 hrs, Left at 03.22 hrs Reached site at 05.47 hrs
20-Jul-10	Derailment	SCR	Guntakal	At Kosgi Station / <u>Single Line /</u> Dn. TR POL Goods	While the train was being admitted on Dn Main Line for crossing, Loco Pilot could not control the train and entered into the Sand Hump after overshooting Dn. Starter Signal resulting into derailment of Train engines + 01 BFR/E + 21 TP/L wagons. Through communication blocked on section.	ARME/GTL ordered at 09.40 hrs, left at 10.10 hrs reached site 12.50 hrs coupled with ART/GTL.  ART/GTL ordered at 09.42 hrs left at 10.15 hrs reached site 12.50 hrs coupled with ARME/GTL.  ART/WADI ordered at 09.42 hrs, arrived Mantralayam Road at 14.00 hrs.  140t Crane/GY ordered at 09.40 hrs, left at 10.10 hrs reached site at 14.20 hrs  140t Crane/SC ordered at 10.00 hrs, left at 11.22 hrs arrived RMY at 14.00 hrs.
07-Aug-10	Derailment	NCR	Allahabad	At Kurasti Kalan Stn / <u>Double Line /</u> Dn King 7745, BOXNHL Goods	While the train was passing through station, its 04 wagons, 4th to 7th wagon from Train Engine, derailed due to 04 cattle and one lady run over, just after passing Starter Signal, blocking both Up and Dn lines.	ART/CNB ordered at 18.10 hrs, left at 19.13 hrs reached site at 20.45 hrs.  140t Crane/CNB ordered at 18.25 hrs, left at 19.00 hrs, reached site at 20.55 hrs  ART/ALD ordered at 18.30 hrs, left at 19.08 hrs reached site at 21.00 hrs.
08-Aug-10	Derailment	NWR	Jodhpur	Jalore(JOR)-Marwar <u>Bagra(MBGA) /</u> <u>Single Line /</u> FDK-GIM Food Grain	While the train was on run in block section, its 21 wagons (positioned 23rd to 43rd from Train Engine) derailed at km 73/06 out of which 16 wagons capsized. Through communication blocked on section. (Newly converted section)	ART+140t Crane/JU ordered at 08.22 hrs, left 09.00 hrs, reached site at 13.55 hrs.  ART+140t Crane/ABR demanded at 08.45 hrs, left 09.35 hrs, reached site at 16.18 hrs.  ART+140t Crane/ADI demanded at 09.00 hrs, left 10.05 hrs arrived Bhildi at 15.20 hrs and returned.

11-Aug-10	Derailment	SCR	Secunderabad	<u>At Kohir Deccan Stn./</u> <u>Single Line /</u> 349 Passenger	While the train was leaving station from Loop line, its Train Engine + 01 Coach derailed on Motor Operated Point no. 13A.	ARME/SC ordered at 01.45 hrs, left at 01.45 hrs, terminated at SSPD  ART/SC ordered at 01.45 hrs, left at 01.45 hrs, reached at 05.05 hrs  140t Crane/SC ordered at 01.46 hrs, left at 01.46 hrs, reached site 07.00 hrs  140t Crane/PAU ordered at 02.42 hrs, left at 02.42 hrs, reached site 07.00 hrs
12-Aug-10	Derailment	SCR	Hyderabad	<u>At Jadcherla Stn./</u> <u>Single Line /</u> 549 Dn. Passenger	Train No. 549 Dn. Passenger arrived in Road No. 1 (1st Loop) at 05.35 hrs. After crossing two Up trains, (2798 Up and 2651 Up passed at 05.34/05.35 hrs & 05.54/05.55 hrs respectively), Loco Pilot ignored the "Danger" Aspect and passed Starter Signal No. 16 at "ON" resulting which train engine and SLR derailed on Trap Point No. 8.	ARME/SC ordered at 06.15 hrs, left at 06.15 hrs, terminated at UR  SPART/SC ordered at 06.18 hrs, left at 06.18 hrs, reached site at 09.20 hrs.  140t Crane/SC ordered at 06.20 hrs, left at 06.20 hrs, cancelled.  140t Crane/TAU ordered at 06.20 hrs, left at 06.20 hrs, cancelled.
13-Aug-10	Derailment	NER	Varanasi	<u>At Yusufpur Station /</u> <u>Single Line /</u> Dn. NLP/DC Goods	While the train was passing through station its 16 wagons (9th to 24th from Train Engine) derailed, out of which 13 wagons capsized. Through communication blocked on section.	SPART/MUV ordered at 13.12 hrs, left at 13.12 hrs, arrived GCT at 15.41 hrs.  ART/CPR ordered at 13.15 hrs, left at 13.15 hrs, reached site at 17.30 hrs and returned at 20.00 hrs.  ART+140t Crane/GKP demanded at 13.20 hrs, arrived ARJ at 18.15 hrs.  ART+140t Crane/SEE demanded at 13.40 hrs, reached site at 19.45 hrs.  ART+140t Crane/MGS demanded at 13.40 hrs, reached site at 20.35 hrs
16-Aug-10	Derailment	NER	Varanasi	<u>At Yusufpur Station /</u> <u>Single Line /</u> Dn BUI+NLP/DC Goods	While the train was passing through, station with SR of 10 kmph, due to derailment on 13-08-10, its two wagons positioned 17th to 19th from train engine derailed blocking through communication on section.	SPART/MUV ordered at 03.55 hrs, left at 03.55 hrs, cancelled at 05.50 hrs.  ART/CPR ordered at 04.00 hrs and cancelled at 04.30 hrs.  ART/GKP+140T Crane already on way to previous accident ordered for accident site and left at 04.15 hrs from Bhatni.  ART/SEE already at site only rerailling being used. (Crane out of order since 15-08-10)

Summary :

ECoR/3, SCR/3, ECR/2, SER/2, SWR/2, NER/2, SR/1, NFR/1, ER/1, NWR/1, NCR/1