

**GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)
(T.15016 / 1 / 2011-12 / NFC)**

From: Commissioner of Railway Safety,
Northeast Frontier Circle,
14, Strand Road, 12th Floor,
Kolkata – 700 001

To: The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow.

Sir,

Subject: Collision of 55611 Up Fakiragram - Kamakhya Fast Pass at about 15:52 hours of Dec, 7th 2011 with a loaded dumper bearing No. AS-01-DD-2933 at Un-manned Level Crossing Gate No. NN 256 at Km 146/3-4 between Stations Chayagaon (CGON) and Mirza (MRZA) on Kamakhya (KYQ) – Goalpara (GLPT) – New Bongaigaon (NBQ) Broad Gauge Single Line Non-Electrified E Route Section of Rangiya Division, Northeast Frontier Railway.

I INTRODUCTION

1.1 Preamble

In accordance with Rule 3 of “Statutory Investigation into Railway Accidents Rules, 1998” published by the Ministry of Civil Aviation, I have the honor to submit a Brief Preliminary Report of my Statutory Inquiry into the Collision of 55611 Up Fakiragram - Kamakhya Fast Pass at about 15:52 hours of Dec, 7th 2011 with a dumper bearing No. AS-01-DD-2933 loaded with earth at ‘C’ Class Un-manned Level Crossing Gate No. NN 256 at Km 146/3-4 between Stations Chayagaon (CGON) and Mirza (MRZA) on Kamakhya (KYQ) – Goalpara (GLPT) – New Bongaigaon (NBQ) Broad Gauge Single Line Non-Electrified E Route Section of Rangiya Division, Northeast Frontier Railway.

1.2 Inspection and Inquiry

- 1.2.1 At 18:30 hours, on Dec, 07th 2011, Shri AK Biswas, Dy Chief Safety Officer (Traffic) NF Railway called on my mobile phone and informed about the collision of 55611 Up FKM-KYQ Fast Pass with a dumper loaded with earth at unmanned level crossing gate No. NN 256 at Km 146/3-4 between Stations Chayagaon and Mirza on NBQ-GLPT-KYQ E Route at about 1550 hours. However, by that time details of casualty and crew / passengers of train suffering grievous injury were not clear.
- 1.2.2 On Dec, 8th 2011 at about 09:09 hours, on receiving the SMS message of Shri AK Biswas informing that 3 (Three) killed include 2 (two) passengers. Shri Biswas was contacted and informed that the Commission shall inquire into the accident with advise to FAX the details.

- 1.2.3 Chief Safety Officer, NF Railway came in contact later when he was initially informed of my movement program to Guwahati by Darjeeling Mail of 08-12-2011 from SDAH to NJP and by Rajdhani Exp of 09-12-2011 from NJP to Guwahati. However, later he was requested to arrange Air Ticket of suitable Flight from Kolkata to Guwahati in the forenoon on 09-12-2011 so that site inspection etc could be completed in the afternoon of 09-12-2011 and arrange issue of notification for inquiry on 10-12-2011.
- 1.2.4 As per First Information AXXR of the Railway dated 08-12-2011 received through FAX at 11:43 hours, 3 (three) got killed and 09 (nine) persons suffered injuries as under-
- | | | | |
|----------|---|------------|--|
| Killed | : | 03 (Three) | 01 Dumper Driver
01 Passenger
01 Unidentified persons. |
| Grievous | : | 04 (Four) | 01 Loco Pilot
01 Loco Co-pilot
01 Passenger
01 Unidentified Passenger |
| Simple | : | Nil | |
| Trivial | : | 05 (Five) | |
- 1.2.5 Notification for holding the inquiry on Dec, 10th 2011 in the Office of Divisional Railway Manager, Rangiya Division was issued by the Railway as requested including publication of the same in the important daily newspapers of the area.
- 1.2.6 A press notification was issued in leading News Papers of the area (both in English and in Regional Languages) inviting members of public, local people and passengers having knowledge relating to the accident to tender evidence at the inquiry in the Office of Divisional Railway Manager (DRM) at Rangiya on 10th of Dec, 2011 or write to my office at 14, Strand Road, 12th Floor, Kolkata-700 001.
- 1.2.7 Sr. Divisional Safety Officer, Northeast Frontier Railway Rangiya Division under his Office letter No. T / 2 / Dashing / RN / 11 dated 08-12-2011 made reference to the following to depute their representative during the inquiry.
- Principal Secretary (Home & Political), Government of Assam, Dispur, Guwahati - 781001,
 - Superintendent of Railway Police, Pandu.
 - Superintendent of Police, Kamrup (Rural) District, Govt of Assam and
 - District Commissioner, Kamrup (Rural), Govt of Assam
- 1.2.8 I reached Guwahati Airport On 9th Dec, 2011 at about 1105 hours by availing AI 729 Flight which departed from Kolkata at about 0955 hours.
- 1.2.9 Inspection of Site and Locomotive
- On 09-12-2011, I first inspected the accident site and 'C Class Unmanned Level Crossing Gate No. NN 256 at Km. 146/3-4 between Stations Chayagaon and Mirza, Smashed remains of the Dumper available at site.

I also inspected

- (i) 'C' Class Manned (Traffic) Level Crossing Gate No. NN-262 at Km. 149/8-9, TVU-32804 as on January, 2010 between station Mirza (MRZA) and Chaygaon (CGON) and
- (ii) 'C' Class Unmanned Level Crossing Gate No. NN-261 at Km. 149/2-3, TVU-864 as on December, 2009 between station Mirza (MRZA) and Chaygaon (CGON).
- 1.2.10 Then, I inspected Locomotive WDM_{2A} 16847 that hauled 55611 Up Fast Pass kept available for the purpose at Coaching Depot, Kamakhya.
- 1.2.11 During my site inspection, I was accompanied by:
- (i) Divisional Railway Manager, Northeast Frontier Railway, Rangiya Division.
 - (ii) Chief Safety Officer, Northeast Frontier Railway, Maligaon.
 - (iii) Chief Project & Design Engineer, Northeast Frontier Railway, Maligaon
 - (iv) Chief Mechanical Engineer (O & F), Northeast Frontier Railway, Maligaon
 - (v) Addl. Chief Security Commissioner, Northeast Frontier Railway, Maligaon
 - (vi) Medical Director, North East Frontier Railway, Maligaon
 - (vii) Other Branch Officers of Rangiya Division.

State Govt

- (viii) Sub- Divisional Collector, Mirza (At accident site)
- 1.2.12 Thereafter, I visited Guwahati Medical College and Hospital at Guwahati where 1 (one) injured passengers was admitted and undergoing treatment and GNRC, where Loco Pilot, Shri Kasim Ali, Co-pilot Shri Pranjal Sarma were admitted and undergoing treatment. During my visit to hospitals, I was accompanied by:
- (i) Additional General Manager, NF Railway, Maligaon
 - (ii) Chief Medical Director, Northeast Frontier Railway, Maligaon.
 - (iii) Chief Safety Officer, Northeast Frontier Railway, Maligaon.and
 - (iv) Divisional Railway Manager, Rangiya Division
 - (v) Other Doctors of Central Hospital.
- 1.2.13 All injured cases admitted in different hospitals were discharged by night of Dec, 7th 2011 except the following 3 (three) cases as indicated in in CMD / MLG's Report as on 09-12-2011 –

SN	Particulars	Details of injury	Nature of injury	Treatment	Disposal
1	Kasim Ali, M/50, LP/Pass/NBQ	1. Abrasion both Upper & Lower lips. 2. Lacerated wound over supra orbital region, left Frontal region of scalp & cheek. 3. Lacerated wound about 5 cm over scalp-left Parietal region	Grievous	Wound repaired at CH/MLG.	Admitted in ICU/GNR C/GHY No. 1417. Patient doing well
2	Pranjal Sarma, M/45,	1. Lacerated injury lower lip 2. Deep cut injury over the	Grievous	Wound repaired at	Admitted in ICU/GNR

SN	Particulars	Details of injury	Nature of injury	Treatment	Disposal
	LP/Pass/RPAN,	left knee about 4 inch. 3. Haematoma over forehead. 4. Abrasion over left side of abdominal wall. 5. X-Ray report- CH/MLG- Fracture of shaft of left femur		at CH/MLG.	ICU/GNR C/GHY No. 1422, Patient critical
3	Jehirul Ali, M/27, S/o Sahid Ali, Moila pathar, Azad Nagar Goalpara,	1. Crush injury over left middle finger. 2. Lacerated injury over Occipital rejoin of Scalp already stitched. 3. Traumatic mayalgia over cervical region. 4. Two/Fracture lines noted in the distal 1/3 rd of left ulna (CH/MLG)	Grievous	FA given at Rampur block PHC, Wound repaired with ASD at CH/MLG	GMCH/GHY Admitted in MSW Bed No.5. Patient Critical

1.2.14 As per the scheduled program of holding inquiry, I commenced my inquiry from 10:00 hours of 10th Dec, 2011 and completed at 1800 hours.

1.2.15 The statutory inquiry on Dec, 10th 2011 was attended by the following officers of Northeast Frontier Railway:

- (i) Dr. A. K. Manocha, Divisional Railway Manager, Northeast Frontier Railway, Rangiya Division.
- (ii) Shri Prem Chandra, Chief Safety Officer, Northeast Frontier Railway, Maligaon.
- (iii) Shri K.M Tripathi, Chief Planning & Design Engineer, Northeast Frontier Railway, Maligaon
- (iv) Shri Boniface Lakra, Chief Mechanical Engineer (O&F), Northeast Frontier Railway, Maligaon
- (v) Shri M.S. Meena, Chief traffic and Planning Manager, Northeast Frontier Railway, Maligaon.
- (vi) Shri S.C. Prasad, Chief Commercial Manager ((Passenger & Marketing)
- (vii) Dr. Sambhu Nath Mukherjee, Medical Director, Northeast Frontier Railway, Maligaon.
- (viii) Shri S.Z. Samuel, Additional Chief Security Commissioner, Northeast Frontier Railway, Maligaon

- 1.2.16 In all 22 (Twentytwo) persons registered their statement out of which 03 (three) were non-railway and remaining 19 (ninetenn) were Railway Officials as under -

Non Railway:

(i)	Dy Supdt Railway Police / PNO (GRP)	-	01
(ii)	OC / Palashbari Police Station, Mirza	-	01
(iii)	Local inhabitant of Village Bajripara, Rampur	-	01

Railway: - 19

Total - 22

1.2.17 Preservation of clues

- (i) Locomotive WDM_{2A}16847 was available at Kamakhya Coaching Depot.
- (ii) The Medha speed recorder of the loco was seized and kept in safe custody.
- (iii) Still photographs of damaged coach and other relevant features of the accident site were taken.
- (iv) Sketch of the accident site including joint notes were recorded and prepared.
- (v) All the records pertaining to train operation maintained in Divisional Control at Rangiya, Chayagaon (CGON) and Mirza Stations as required were seized / sealed and preserved by the Railways.

1.3 The Accident

- 1.3.1 On 07.12.2011, 55611 UP Fakiragram (FKM) – Kamakhya (KYQ) Fast Passenger hauled by Diesel locomotive no. WDM_{2A} 16847 was on its run from New Bongaigaon to Kamakhya between station Chaygaon and Mirza.
- 1.3.2 55611 UP FKM-KYQ Fast Passenger started from New Bongaigaon station at its schedule departure time at 12:05 hours, it had an uneventful run and arrived Chaygaon 33 minutes late at 15:40 hrs as against scheduled arrival time of 15:07 hours.
- 1.3.3 The train left Chaygaon at 15:42 hours as against scheduled departure time of 15:09 hours and after covering barely a distance of 10.066 Km while it was on run between Stations Chaygaon and Mirza met with the accident at about 15.52 hours at 'C' Class Unmanned Level Crossing Gate No. NN-256 at km 146/3-4 due to collision with the road dumper bearing No AS 01 DD 2933 negotiating the track at the gate.
- 1.3.4 As a result of the collision, the dumper was smashed into two parts and thrown sideways down the embankment to the left without infringing the track.
- 1.3.5 Locomotive WDM_{2A} 16847 that hauled the 55611 Up Fakiragram – Kamakhya Fast Passenger with short hood foremost was damaged and stood with all wheels on rails disabled.
- 1.3.6 However neither any coach nor locomotive derailed as a result of this collision.
- 1.3.7 The passenger occupancy in the train was around 1100 to 1150 against the capacity of 1340 passengers.
- 1.3.8 As a result of the collision, in all 13 (thirteen) persons sustained injuries as categorized below.

(i)	Killed	-	03 (Three)	01	Dumper Driver
				02	Train Passengers
(ii)	Grievous	-	04 (Four)	02	Loco Pilot & Co-pilot
				02	Train Passengers
(iii)	Simple	-	Nil		
(iv)	Trivial	-	06 (Six)		Train Passengers

1.3.9 The weather was fair and visibility was clear at the time of accident.

II RELIEF MEASURES

2.1 Intimation

2.1.1 1st information of the occurrence was conveyed by the Guard of 55611 Up Fakiragram - Kamakya Fast Passenger to on duty Assistant Station Master (ASM), Mirza Station at 15:54 hours.

Assistant Station Master, Mirza Station immediately informed the Section Control / Rangiya at about 15:55 hours. In turn Control informed all concerned.

2.1.2 Railway, Civil Authorities, other Govt. Officials and Non-Government Organization moved to the site on receiving the intimation as under-

SN	Particulars	Arrival time
1	Local police, TI / AZA with other Railway staff	16:10 hrs
2	Sr.DMO / CH / MLG by ambulance	17:40 hrs
3	CMD / NFR, along with two Railway Doctors	17:45 hrs
4	Add.CSC / MLG, DY.CSO / S&T, CSO / MLG & CME (O&F)	18:15 hrs
5	ADEN / GLPT	18:30 hrs
6	ADRM, Sr.DSO, Sr.DEE, Sr.DME & DEN / II / RNY	18:35 hrs

2.2 Medical attention and relief

2.2.1 On receipt of information about the accident from Guard of 55611 Up Passenger, on duty ASM / Mirza informed State Ambulance 108 at 16:05 hrs, TI / AZA along with other Railway staffs reached accident site at 16:10 hrs by private vehicles.

2.2.2 All injured persons including both loco pilots of train were shifted to nearest Rampur P.H.C. by 108 state ambulance and private vehicles, between 16:20 hrs to 16:50 hrs by TI / AZA and CS / GLPT.

2.2.3 Dr. D Doley, Sr. Divisional Medical Officer, Maligaon rushed to site along with 04 (four) paramedical staffs by Railway ambulance at 16:30 hrs and reached site at 17:40 hrs.

2.2.4 CMD / NFR with two other doctors left for accident site by road at around 16:45 hrs and reached accident site at 17:45 hrs.

2.2.5 After preliminary treatment at Rampur Block PHC, 2 (two) Nos. injured persons were shifted at 19:00 hrs to Guwahati Neurological Research Centre / GHY and another 2 (two) Nos. grievously injured shifted to GMCH / GHY at 20:30 hrs.

2.2.6 5 (five) Nos. trivial injury passengers discharged after first aid from CH / MLG at 23:30 hrs on 07.12.2011 and one trivial injury passenger was discharged from Rampur PHC after First Aid on 07.12.11.

2.2.7 All 03 (three) bodies of dead were taken over by Local Police at 19:00 hrs of 07-12-2011 from accident site.

2.2.8 The movement of ARMEs based at Guwahati and New Bongaigaon are appended below :

Particulars	ARME / NBQ (Double exit)	ARME / GHY (Double exit)	Remarks
(a) Time of ordering	15:56	16:05	Delayed dispatch of ARME / GHY
(a) Time of blowing the siren	16:05	16:20	
(c) Time of arrival at bar	16:10	-	
(d) Time of dispatch from station	16:20	17:23	
(e) Time of arrival at the station immediately in the rear of the accident site, and at accident site	Returned from RGJI To NBQ 17:54/18:30	18.02 Returned from Mirza to GHY	

2.2.9 As per record, there was delay in the dispatch / departure and movement of SPARMV / GHY.

SPARME/GHY had gone to Digaru Station for trial run. It left GHY at about 14:00 hrs and reached Digaru Station at 15:10 hrs. After trial it returned to Narangi Station at 16:30 hrs. At Narangi Station its Self Propelled DMU Unit failed.

This SPARME was moved from Narangi Station with the help of relief Loco at 17:10 hrs and reached GHY at 17:20 hrs and left for accident site at 17:23 hrs.

2.2.10 The details of disposal of the injured / dead furnished by CMS, Rangiya are as under:

Nature of injury/death	Numbers of persons injured	Disposal of injured	Status (as on 09-12-2011)
Death	03	Dead Bodies were taken over by State police	At 19:00 hrs Of 07.12.11
Grievous	02	02 (two) injured Loco Pilot & Co-Pilot were shifted at 19:00 hrs to GNRC / GHY after initial treatment at Rampur Block PHC	Under Treatment
	02	02 (two) injured persons shifted at 19:00 hrs to GMCH / GHY after initial treatment at Rampur Block PHC	1 (One) Left on his own without any intimation. . 1 (One) Under

			Treatment
Trivial	05	Shifted to CH/MLG Hospital after First Aid.	Discharged on 07-12-2011
	01	Discharged from Rampur Block PHC after first aid on 07-12-11	Discharged on 07-12-2011

2.2.11 Railway deputed their Doctors to co-ordinate with the Hospital Authorities where injured passengers of 55611 UP Fast Passenger were admitted.

2.2.12 The Railway Administration initially disbursed ex-gratia amount of –

- (i) Rs. 15,000/- each passengers dead.
- (ii) Rs. 5,000/- each passengers grievously injured.

2.2.13 Injured passengers undergoing treatment in GNRC / Guwahati and Guwahati Medical College & Hospital were visited and enquired for any complaints whatsoever. However, none had any complaint in regard to (a) payment of ex-gratia and (b) medical attention and care being received by them.

2.2.14 There was no complaint either from passengers or from public about loss of property / personal belongings of passengers or about any negligence on the part of the Railway Administration.

2.3 Restoration and interruption to traffic

2.3.1 Accident Relief Train (ART) / NBQ & ART / NGC were called but not run as there was no derailment.

2.3.2 Due to collision, Loco No. 16847 WDM_{2A} of Train no. 55611 UP Fast Passenger was disabled and shut down at accident site and unable to move. As there was no other train or light engine available in between KYQ-MRZA section, hence relief engine was called from GHY station.

2.3.3 Details of movement of Relief Engine

Particulars	Time
(a) Time of ordering of Relief engine from GHY	16:30 hrs
(b) Time of start of Relief engine from GHY	17:05 hrs
(c) Time of arrival at Mirza station	17:40 hrs
(d) Time of departure from Mirza	17:43 hrs
(e) Time of arrival of Relief engine at accident site	17:50 hrs
(f) Departure time of Passenger train with disabled engine from site	18:20 hrs
(g) Clearing of the block section at Mirza with damaged loco with coaches	18:51 hrs

2.3.4 Junior Engineer / P.Way / CGON at site vide his memo No. UCB/498/12/11 dated 07-12-11 issued track certificate for train with non-stop 20 Kmph restriction at 18:50

hrs of 07-12-2011. First train 55806 DN Passenger left MRZA station at 19:35 hrs and passed accident site at 19:45 hrs and arrived CGON station at 20:05 hrs.

2.3.5 Details of delay, termination and cancellation of trains are appended below:

Trains terminated - NIL
 Trains Cancelled - NIL
 Trains diverted - Nil
 Trains delayed - 55806 DN Left GHY 18:15 hrs (Sch Dep 1625 hrs)
 Arr KYQ 19:08 Hrs
 Dep KYQ 19:10 hrs.

III THE TRAIN

3.1 Composition and marshalling order of the train

3.1.1 Locomotives

3.1.1.1 The loco No. WDM_{2A} 16847 which hauled 55611 UP Fakiragram – Kamakhya Fast Pass was manufactured by Diesel Locomotive Works (DLW), Varanasi and commissioned on 28-02-1998. It earned 1,85,000 Kms after commissioning. Last trip inspection was done at Guwahati Diesel Shed on 18-11-2011. M2 Schedule was due on 06-12-2012.

3.1.1.2 The length and weight of the loco was 17120 mm and 112.8 tonnes respectively.

3.1.1.3 The loco was provided with Headlight, Flasher Light, Vigilance Control Device, Speedo Meter and speed recorder. All were in working order. The loco was running with short hood leading.

3.1.1.4 The loco was having Air Brake with 100% brake power. Brakes viz. A9, SA-9, Dynamic Brake, Emergency Brake and Hand Brake were available with loco in working condition.

3.1.2 Coaches

55611 UP FKM-KYQ Fast Pass comprised of 16 (sixteen) coaches. The marshalling order of the train was as under:

SN (from engine)	Coach No.	Body & type	Year built	Last POH	Date of return	Remarks
1	NF 03717 SLRD	Steel / ICF	2003	NBQS 30.10.11	03/13	On Rail
2	NF 10492 GS	Steel / ICF	2010	ICF 08.10.10	08/12	
3	NF 10420 GS	Steel / ICF	2010	BEML 3/10	02/12	
4	NF 08418 GS	Steel / ICF	2008	DBWS 31.05.10	01/12	
5	NF 10603 CZ	Steel / ICF	2010	ICF 21.12.10	12/12	

6	NF 10604 CZ	Steel / ICF	2010	ICF 21.12.10	12/12
7	NF 10412 GS	Steel / ICF	2010	ICF 06.04.10	04/12
8	NF 10439 GS	Steel / ICF	2010	BEML 5/10	05/12
9	NF 07434 GS	Steel / ICF	2007	DBWS 13.11.10	06/12
10	NF 01413 GS	Steel / RCF	2001	NBQS 28.09.11	05/13
11	NF 03449 GS	Steel / ICF	2003	NBQS 27.04.11	10/12
12	NF 04410 GS	Steel / ICF	2004	DBWS 30.10.10	06/12
13	NF 10462 GS	Steel / ICF	2010	BEML 6/10	05/12
14	NF 05403 GS	Steel / ICF	2005	NBQS 25.05.11	12/12
15	NF 07421GS	Steel / ICF	2007	DBWS 23.10.10	05/12
16	NF 09708 SLRD	Steel / ICF	2009	NBQS 19.10.10	05/13

3.2 Length, Weight and Brake power of the train

3.2.1 The length and weight of the train were 356.752 m and 782.26 t respectively excluding the engine.

3.2.2 The train was fully air braked with 100% brake power.

3.3 The seating capacity of the train was 1340 while the actual occupancy was around 1100 to 1150.

3.4 Damages and Disposition

3.4.1 Damages to Loco

WMD_{2A} 16847 that hauled ill fated 55611 UP Fakiragram – Kamakhya Fast Pass on 07-12-2011 suffered the following damages as a result of the derailment -

- (i) The loco front portion was completely damaged and filled with mud & earth.
- (ii) The nose compartment was pushed into the cab room.
- (iii) LP side control stand bent backwards.
- (iv) Nose room Cab room was filled with mud & earth.
- (v) All doors were bent and all glass windows were broken.

- (vi) A-9, SA-9 brake levers were found in applied condition, with reverser in forward position and throttle in idle position.

3.4.2 Damages to coaches

The complete rake was checked and there were no external hitting or grazing marks on the body of the coaches. Also, the under gear fittings were intact and there were no hanging parts. The rake was dispatched in the same condition to Kamakhya Station.

3.5 Signal & Telecommunication

Collision of 55611 Up Fakiragram – Kamakhya Fast Pass with the dumper loaded with earth while negotiating the Unmanned Level Crossing Gate No. NN 256 at Km 146/3-4 in the block section between Stations Chayagaon and Mirza caused no damages whatsoever to the S&T gears

3.6 Permanent Way

One level crossing sleeper damaged. Rs 7,500/-

3.7 Electrical

Derailment of ill fated 55611 UP FKM-KYQ Fast Passenger in the block section caused no damage whatsoever to the Electrical equipments.

3.8 Approximate cost of damages

i) Locomotive (WDM _{2A} 16847)	:	Rs.1,50,00,000/-
ii) Rolling Stock	:	Rs. Nil
iii) Electrical	:	Rs. Nil
iv) Permanent Way	:	Rs. 7,500/-
v) S & T	:	Rs. Nil

Total cost of damages : Rs. 1,50,07,500/

IV LOCAL FEATURES

4.1 The Section and the site

4.1.1 The site of accident is at Km 146/3-4 between Stations Chayagaon and Mirza on New Bongaigaon - Goalpara - Kamakhya Single Line Non-electrified 'E' Route.

4.1.2 Site is located in the Civil District of Kamrup Rural at a distance of 5.08 Km from Mirza Station and 10.46 Km approximately from Chayagaon Station.

4.1.3 The track runs in West-East direction in the section. The nature of the country around the site is open on right side, undulated on left side, alignment having straight on both sides, gradient level.

4.1.4 The Permanent Way at the place of accident consisted of 52 Kg rails laid in the year 2000 on mono-block PSC sleepers having density 1540 Nos. / Km (M+7) with elastic fastenings and ballast cushion of 250 mm (1.75 Cum / m).

4.1.5 Bank height is 3.00 m with stable formation. The kind of soil is clay.

4.1.6 'C' Class unmanned LC Gate No. NN 256 at Km 146/3-4 had a meager TVU of 230 as per the traffic census in Dec, 2009. All Road Signage Boards, Warning board for Speed Breaker and Whistle Boards were in position on both side.

Visibility	-	UP	Left	850 m	Right	850 m
		DN	Left	450 m	Right	375 m

4.2 Signaling and System of Working

New Bongaigaon (NBQ) – Goalpara (GLPT) – Kamakhya (KYQ) Section is equipped with Standard III with MACL Signaling having Absolute Block System of working with token-less single line block instruments. All the Stations are provided with PI / EI with motor operated points controlled from Central Panel.

4.3 Headquarters and jurisdiction

4.3.1 Section is controlled from Control Office of the Division located at Rangiya.

4.3.2 Headquarter and jurisdiction :

4.3.2.1 Engineering Department

Official / Gang	HQ	Jurisdiction
Sr. Divisional Engineer / Co-ord	Rangiya	BG – I (Km 316/5-254/9) BG-II (Km 248/2-34/3 & 34/3-172/3) and RNY-MZS MG Section.
Divisional Engineer / II	Rangiya	BG – II (Km 248/2 – 34/3 & Km 34/3 – 172/3)
Asstt. Divisional Engineer	Goalpara	Km 34/3 – 172/3
Sr. Sectional Engineer / P.Way	Chaygaon	Km 105/03 – 172/3
Junior Engineer / P. Way	Chaygaon	Km 129/0 – 150/9
Gang	Mirza	Km 144/0 – 150/9

4.3.2.2 Signaling & Telecommunication Department

SN	Official	HQ	Jurisdiction
1	Sr. Divisional Signaling & Telecom Engineer	Rangiya	CGS-RNY-BNGN, AZA-GLPT-NBQ (BG) & GVR-RPAN-NLP-MZS (MG)
2	Asstt Divisional Signaling & Telecom Engineer	Bongaigaon	AZA-NBQ
3	Senior Section Engineer / Sig	Goalpara	AYU-AZA
4	Section Engineer / Sig	Chaygaon	AZA-BOKO

4.4 Monsoon patrolling usually introduced during the monsoon period w.e.f. May, 16th to Oct, 15th as per the extant instructions was not in force.

4.5 Maximum permissible sectional speed is **100 Kmph** .

No permanent speed restriction was in force in the vicinity of the accident site on the day of the accident in Chayagaon – Mirza Section. There was no temporary speed restriction in force in the vicinity on the day of the accident on the section.

Caution order issued to the crew of 55611 UP Fakiragram - Kamakhya Fast Passenger on 07.12.2011 contained the following –

SN	Between Stations	Km / TP	Permanent Spd Restriction	Date of imposition	Reason
6	DPR-A-BOKO	102/1-103/8	75 KMPH	04.11.11	Lifting of track by BCM M/c
7	AZA-KYQ	163/9-164/0	20 KMPH	07.12.11	Sleeper renewal of Br. 723 (w.e.f 07:00 hrs)

There was no caution to be observed in the vicinity of the accident site between Stations Chayagaon and Mirza.

- 4.6 The dates of last inspection of the track prior to accident are as below :

SN	Official	Date	Inspection by
1	Sr. Divisional Engineer / Co-ord / RNY	06-12-2011	Foot Plate(GHY-GLPT -NBQ)
2	Divisional Engineer / II / RNY	06-12-2011	Push Trolley (CGON-MRZA)
3	Asstt. Divisional Engineer / GLPT	14-11-2011	Push Trolley
4	Sr. Sectional Engineer / P. Way / CGON	24-11-2011	Push Trolley
5	Junior Engineer / P. Way / CGON	03-12-2011	Push Trolley

During their inspection, inspecting officials found no defects.

- 4.7 Daily record of rainfall of 7 (seven) days prior to the accident reflected Nil rainfall.

Record of rainfall at Chayagaon (CGON) during the last 3 (three) months is appended below:

Month	Rainfall recorded at CGON
September, 2011	93.25 mm
October, 2011	18.75 mm
November, 2011	NIL
December, 2011	NIL

- 4.8 Kilometrage of various stations / locations referred to in the report reckoned from the center line of Station Bulding of New Bongaigaon Railway Station are-

Station / Location	Kilometer
New Bongaigaon (NBQ)	0.00
Goalpara Town (GLPT)	51.50
Chayagaon (CGON)	135.89
Accident Spot UMLC Gate No. NN 256 (CGON-MZ)	146/3-4
Mirza (MZ)	151.43
Kamakhya (KYQ)	175.89

V SALIENT FEATURES

- 5.1 On 07.12.2011, 55611 Up Fakiragram (FKM) – Kamakhya (KYQ) Fast Passenger hauled by Diesel locomotive WDM_{2A} 16847 was on its run from New Bongaigaon to Kamakhya between Stations Chayagaon and Mirza.
- 5.2 55611 Up FKM-KYQ Fast Passenger started from New Bongaigaon Station at its schedule departure time at 12:05 hours, it had an uneventful run and arrived Chayagaon 33 minutes late at 15:40 hours against its scheduled arrival time of 15:07 hours.
- 5.3 The train left Chayagaon at 15:42 hours as against scheduled departure time of 15:09 hours and after covering a distance of 10.066 km it met with accident at 15.50 hours while it was on run between Stations Chayagaon and Mirza at 'C' Class Unmanned Level Crossing Gate No. NN 256 at Km 146/3-4 when it ran into and suffered

- collision with a dumper bearing No. AS 01 DD 2933 negotiating the tracks at level crossing from southern side.
- 5.4 Due to the collision the dumper got smashed into two parts and thrown down the embankment to the left.
 - 5.5 Locomotive WDM_{2A} 16847 that hauled the 55611 Up Fakiragram – Kamakhya Fast Passenger with short hood foremost suffered damages and got disabled but did not suffer derailment as a result of the collision.
 - 5.6 None of the coaches of the train suffered any derailment or damages as a result of the collision.
 - 5.7 Collision at the 'C' Class Unmanned Level Crossing Gate No. NN 256 at Km 146/3-4 occurred due to the obstruction across the track caused by the dumper bearing No. AS 01 DD 2933 while the same was negotiating the tracks at the LC Gate from southern side to northern side in the face of the approaching train.
 - 5.8 Hexagonal blocks were provided within the gate posts at the LC Gate.
Road signs and whistle boards provided were available on approaches to the LC Gate as per the provisions of the IRPWM and MV Act
Maintenance of the surface and gradient of the approach road to the LC Gate on either side with speed breaker were far from satisfactory.
 - 5.9 LC Gate had meager TVU of 230 (Dec, 2009). No regular road on southern side of the LC gate beyond the Railway boundary was observed.
 - 5.10 Division had identified the LC Gate No. 256 for closure and had been pursuing with Civil Authority (District Commissioner, Kamrup District) for necessary approval vide No. W/218/Closure/L-Xing/RNY/W-7/2809 dated 05-05-2010 and W/218/Closure/L-Xing/RNY/W-7/4060 dated 12-09-2011.
In pursuance to the Minutes of the Meeting held by the Deputy Commissioner, Kamrup, Amingaon and the Railway officials (DEN/II/RNY and ADEN/GLPT) issued under Memo No. KMJ 5/2011/44-45/3321-31 dated 01-12-2011 in connection with the elimination of Unmanned Railway Level crossings under Kamrup District, LC gate No. NN 256 at Km 146/3-4 and NN 257 at Km 147/0-1 have been recommended for closure by the Circle Officer, Palashbari after Joint Survey of the LC Gates on 08-12-2011.
 - 5.11 OC / Palasbari has registered a case vide No. 269 dated 08-12-2011 U/S 279 / 304 (A) / 338 / 427 IPC.
 - 5.12 The speed recorder of the loco WDM_{2A} 16847 that hauled 55611 UP FKM-KYQ Fast Passenger from New Bongaigaon to Kamakhya was Medha Speed Time Distance Recording System Type MRT 912c (ver. 1.0).
The data recorded in the memory card was retrieved. Data retrieved and presented indicated speed of 55611 Up Fast Passenger at the time of the accident as 96 Kmph.
 - 5.13 Junior Engineer / P. Way / CGON, Sectional Traffic Inspector / AZA, CS / GLPT, CS / AZA and ASI / RPF / AZA in their joint note recorded their observation on the Accident spot.
 - 5.14 There was no RPF escort and no deployment of train examiner in the ill fated train.
 - 5.15 JE / P. Way / CGON vide memo No. UCB / 498 / 12 / 11 dated 07-12-11 issued track fit certificate at 18:50 hours with non-stop 20 Kmph restriction until further advice. First train passed accident site was 55806 Dn Passenger which left Mirza Station at 19:35 hours and passed accident site at 19:45 hours and arrived Chaygaon Station at 20:05 hours.

5.16 The weather was fair and visibility normal at the time of accident.

VI PROVISIONAL FINDINGS

6. Having carefully considered all the evidence tendered, records produced, observations, site inspection and circumstantial evidence, I have come to the conclusion that the Collision of 55611 Up Fakiragram - Kamakhya Fast Pass at about 15:50 hours of Dec, 7th 2011 with a loaded dumper bearing No. AS 01 DD 2933 at 'C' Class Un-manned Level Crossing Gate No. NN 256 at Km 146/3-4 between Stations Chaygaon (CGON) and Mirza (MRZA) on Kamakhya (KYQ) – Goalpara (GLPT) – New Bongaigaon (NBQ) Broad Gauge Single Line Non-Electrified E Route Section of Rangiya Division, Northeast Frontier Railway was caused due to an act of gross negligence on the part of the Driver of the dumper who did not stop at the stop board provided at the LC Gate in the face of approaching train at a speed 96 Kmph from Chaygaon side. He should have stopped and looked for any approaching train / trolley from either side before crossing the railway track at the unguarded railway level crossings as required of him in terms of the provisions contained in Section 131 of the Motor Vehicle Act, 1988. He instead chose and tried to cross the railway tracks at the LC Gate taking great risk putting his life and that of Crew of Locomotive No. WDM_{2A} 16847 hauling 55611 Up including passengers travelling in the train to jeopardy. He failed to cross the LC Gate in time causing obstruction across the track in the face of the approaching train resulting in collision.

Accordingly, the cause of the accident is attributed to and classified as – **'Failure of person other than Railway Staff'**.

(B. SINGH)
Commissioner of Railway Safety
Northeast Frontier Circle, Kolkata