

T-11014/01/2011-12/NC

Dated : 20.07.2011

To

**The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow – 226001.**

Sub.: Dashing of train no. 12555 Up Gorakhpur-Hissar Gorakhdham Express with private bus no. UP-14-BT 1060 at manned level crossing no. 141-C/3E at km 1402/31-1403/01 between Dankaur and Ajaibpur railway stations on Tundla-Ghaziabad, Broad Gauge, Triple Line, Electrified Section of Allahabad Division of North Central Railway at about 04.47 hrs on 28.06.2011 – **Preliminary Report.**

Sir,

In accordance with Rule 3 of Statutory Investigations into Railway Accidents Rules issued by Ministry of Civil Aviation, I forward herewith my **Preliminary Report** of the Statutory Inquiry into the dashing of train no. 12555 Up Gorakhpur-Hissar Gorakhdham Express with private bus no. UP-14-BT 1060 at manned level crossing no. 141-C/3E at km 1402/31-1403/01 between Dankaur and Ajaibpur railway stations on Tundla-Ghaziabad, Broad Gauge, Triple Line, Electrified Section of Allahabad Division of North Central Railway at about 04.47 hrs on 28.06.2011.

I -- INTRODUCTION

1.1 Preamble

On 28.06.2011 at about 04.47 hrs, train no. 12555 Up Gorakhpur-Hissar Gorakhdham Express with composition of a working diesel loco no. 11224 WDM-3D PA/CR and 24 coaches running between Dankaur and Ajaibpur railway stations with the speed of about 103 kmph, dashed with private bus no. UP-14-BT 1060 at manned level crossing no. 141-C/3E at km 1402/31-1403/01 on Tundla-Ghaziabad, Broad Gauge, Triple Line, Electrified Section of Allahabad Division of North Central Railway, Gautam Budh Nagar District of Uttar Pradesh State.

1.2 Inspection and Inquiry

1.2.1 On 28.06.2011 at about 07.11 hrs, I received a call from CCRS/LKO on my mobile phone, who informed that an accident has taken place at manned level crossing between Dankaur and Ajaibpur railway stations on Tundla-Ghaziabad section of Allahabad Division of North Central Railway in which driver of the train got injured, details are not yet received and I should get in touch with NC Railway to collect the details and should hold the inquiry into the accident as CRS/NE Circle, in whose jurisdiction this accident falls, already have 03 inquiries pending with him. Immediately, I tried to contact CSO/NCR but could not get him. I could speak to him on his mobile phone at about 8.22 hrs and asked him about the details of the accident. He informed that he was on his way to accident site by a special train, gateman of the gate has been hospitalized as he had head injuries, assistant driver also had some minor injuries, both the lines are blocked. Further details he would give after reaching the accident site and in the meantime control would be giving me the information. He was asked to give further details and to preserve all the clues and take still photographs and videography. Dy. CSO/Engg/NCR at about 10.30 hrs gave me the details of the accident and informed that gateman of the gate has received grievous injuries. I spoke to CSO again at about 10.45 hrs and enquired about the details. He told that the gateman was seriously injured, ribs fractured, right hand fractured. He was again asked to take action to preserve all the clues and get the breathalyzer test done of the train crew as well as that of the gateman along with their blood samples collected and tested for alcohol content. In the evening after reaching the accident site and the hospital where injured gateman was admitted CSO/NCR briefed me on mobile phone about the accident and the condition of the injured gateman.

I left Delhi by road at about 09.00 hrs for Dankaur on 29.06.2011 along with CSO/NR. After reaching Dankaur in the forenoon of 29.06.2011, I proceeded to accident site by road where I was accompanied by CSO/NCR. **Neither DRM/ALD nor any of the Divisional branch officers accompanied the accident site visit except the concerned Sr. DEN. On enquiry from the CSO about the non availability of the DRM/ALD, he informed that DRM/ALD was fully aware of my programme of site visit of the accident site and he was advised also to be present during my site visit and visit to the hospital but he has not turned up. DRM/ALD did not speak to me informing that he would not be available during these visits. This is a very casual approach and irresponsible behavior on the part of DRM/ALD.**

On reaching the accident site, I undertook detailed inspection of the accident site and noted relevant features concerning the accident.

From there, I visited the Yatharth Wellness Hospital and Trauma Centre, Greater Noida where gateman of gate no. 141-C/3E, grievously injured was admitted and enquired about his well being and the treatment given to him. He informed that railway had not made any payment whatsoever to him. No ex-gratia payment was made to him. The brother of the injured, who was present at the hospital at the time of my visit was satisfied with the treatment given to the injured. No payment was made by the railway for the expenditure so far incurred by the hospital. I asked CSO, ACMS/KRJ, North Central Railway to sort out the issue of payment for his treatment and to ensure that proper treatment of the injured railway man was done, timely medicines were made

available and there was proper coordination between the railway and hospital doctors. I was accompanied by CSO/NCR, ACMS/KRJ etc. Statement of injured gateman was taken in the hospital.

1.2.2 The statutory inquiry was held on 04.07.2011, 05.07.2011 and 06.07.2011 at Northern Railway Officers Rest House, Ghaziabad and the holding of the inquiry was publicized by inserting advertisements in the newspapers. Allahabad Division authorities also informed the Civil and Police authorities of the inquiry. Following officers were present during the inquiry :-

01. Shri Narottam Das, CSO/ALD/North Central Railway
02. Shri Mukesh Garg, CTE/North Central Railway
03. Shri D.C. Shukla, CMPE/DSL/ North Central Railway
04. Manoj Seth, CTPM/ALD/North Central Railway (Only on 04.07.2011)
05. Shri B.K. Agrawal, DRM/ALD/ North Central Railway (Only on 04.07.2011)
06. Shri D.K. Singh, ADRM/ALD/North Central Railway (On 05.07.2011 and 06.07.2011).

It was decided to hold the statutory enquiry in the above accident at Northern Railway Officers Rest House, Ghaziabad. The dates and venue for the enquiry were fixed in consultation with CSO/NCR and DRM/ALD. I had spoken to DRM/ALD at 11.50 hrs on 01.07.2011 regarding fixing of the dates of the enquiry. He was specifically asked to be present during the course of the enquiry. At that time he did not mention about any of his engagements/meetings on 4th, 5th or 6th July 2011. After the days work of enquiry was over on 4th July 2011, DRM/ALD informed me that he would not be attending the enquiry on 5th as he had some meeting (with the MP's) on 6th July 2011. I asked him why he did not tell this when the date of enquiry was being fixed in consultation with him. He did not reply and kept mum. He was directed to be present on 5th July during the enquiry but he absented himself during the enquiry on 5th July 2011 and also on 6th July 2011. Even on 4th July 2011 during the course of inquiry he behaved in an indifferent manner as if he was not at all concerned about the accident or the inquiry.

1.2.3 In the above inquiry evidences of 48 witnesses were taken, 42 were of Railway officials, 04 were from public and 02 were from police. No members of the Civil authorities came forward to give their evidence.

1.2.4 Preservation of Clues at the site of Accident

The joint note regarding the accident was prepared by senior supervisors of Allahabad Division after reaching the accident site on 28.06.2011. Rough sketch was also prepared and signed by Sr. Subordinates.

Railway Administration has taken still photographs of the site on 28.06.2011 of the relevant features of the accident.

Sketch of accident site was not prepared by the Railway giving details of the accident site and features of the accident in spite of the clear-cut instructions given during the accident site inspection on 29.06.2011 and again during the course of the inquiry from 4th to 7th July 2011. So much so that even till the time of writing this report i.e. 20.07.2011, after 23 days of the accident, the Allahabad Division has not yet submitted the detailed site sketch duly signed by the branch officers and Divisional Railway Manager, Allahabad.

In the morning of 4th July 2011 just before starting the enquiry all the SAG officers present including DRM/ALD were asked to submit a note regarding this accident . All of them had submitted their note except DRM/ALD. He only submitted a draft note unsigned in the evening of 4th July 2011 and thereafter he has not bothered to submit the final note duly signed by him till date (20.07.2011) nor he had spoken to me in this regard.

The recording of the speedometer of locomotive 11224 WDM3D was preserved and the print out of the speed, time and distance recordings of the loco was made available to me at the time of my inquiry.

It was directed during the site visit and again during the course of inquiry to take the current census of level crossing gate no. 141-C/3E. It is regretted to point out that the details of current census has not been submitted by the division till the date of writing this report (20.07.2011).

1.3 The Accident

1.3.1 12555 Up Gorakhdham Express train, an air-braked train, Ex-Gorakhpur-Hissar hauled by Diesel Loco No. 11224 WDM3D Pune long-hood leading having 24 coaches, commenced its journey from Gorakhpur station on 27.06.2011. The locomotive was attached at 16.10 hrs and the pressure was made ready at 16.20 hrs. Air pressure continuity check was carried out at Gorakhpur station. The train stopped at Kanpur Central station at 23.20 hrs and departed at 23.35 hrs for its onward journey. It had an uneventful run upto Dankaur, the last passing station prior to accident site and the driver did not issue any message relating to brake power of the locomotive or any other problem in its running. The train passed through DKDE at 04.43 hrs on 28.06.2011 and while the train was on its run in block section Dankaur-Ajaibpur at a speed of about 103 kmph, it dashed with a private bus no. UP-14 BT-1060 at manned level crossing gate no. 141-C/3E at 04.47 hrs between Dankaur and Ajaibpur railway stations at km 1402/01 on Tundla-Ghaziabad, Broad Gauge, Triple Line, Electrified Section of Allahabad Division of North Central Railway. Loco pilot and Assistant loco pilot saw the bus standing at the gate and as soon as they saw the bus they applied the emergency brake and tried to stop the train but could not succeed and the engine hit the bus. In the collision, the bus was damaged badly and its parts were thrown off the track. Some of its parts dragged with the train engine.

The locomotive stopped at km 1403/27, derailed by four wheels (L4, 6 & R-4, 6).

1.4 The nature of weather

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

1.5 Casualties

No passenger of the train was killed or injured. I regret to report that 01 railway employee sustained grievous injuries, not because of the accident but by beating up by the driver/conductor/cleaner of the bus before the actual dashing of the train with the bus at the level crossing.

1.6 Passenger Occupancy

The train had composition of load 24=48. The train had an occupation of about 1359 train passengers (actual booked) against the capacity of 829.

II -- RELIEF MEASURES

2.1 Intimation

The loco pilot and Diesel Assistant of the train no. 12555 stated that they Signed On Kanpur at 23.00 hrs on 27.06.2011 and trains departed from Kanpur at 23.35 hrs. They passed through Dankaur station at 04.44 hrs. All signals were green. The train was running with whistle blowing. They saw a bus standing at the level crossing no. 141/C/3E. They applied emergency brakes and the train stopped at km 1403/27 after dashing with the bus at level crossing.

As soon as the train stopped, the loco pilot informed Guard & ASM/Ajaibpur on walkie talkie and then CPRC/NDLS and CPRC/TDL on CUG mobile. SM/AJR in turn informed the Control and all other concerned.

2.2 Medical attention and Relief

2.2.1 ARME & ART were ordered by the divisional control and movement of which were as detailed below:

S.No.	Event	ARME		ART	
		TDL	DLI	TDL	DLI
(a)	Time of ordering	05.05 hrs	05.05 hrs	05.05 hrs	05.05 hrs
(b)	Time blowing the siren	05.06 hrs	05.06 hrs	05.06 hrs	05.06 hrs
(c)	Time of Bhar lines	05.25 hrs	05.30 hrs	05.45 hrs	05.40 hrs
(d)	Time of dispatch from the station	05.35 hrs	05.35 hrs	05.50 hrs	05.50 hrs
(e)	Time of arrival at the station immediately in the rear of the accident site and at accident site	Returned from ALJN at 09.00 hrs	Returned from DER at 06.30 hrs	Returned from WIR	Arrived AJR at 07.05 hrs

2.2.2 Somebody from the public informed the local police about the accident. Local police arrived the accident site and took the injured gateman to the Yatharth Wellness Hospital and Trauma Centre, Greater Noida and got admitted there. No other person was injured.

2.2.3 Special arrangements were made to provide tea, snacks and packaged drinking water to passenger of the trains held up at various stations.

2.2.4 Following help line numbers were activated at 5.45 hrs for information to the public regarding dislocation of trains:

Stations	Railways Nos.	DoT Nos.
CNB	31070, 31071	0512-2323015, 3016, 3018
ETW	-	056-88-1072
TDL	1072	05612-1072
ALJN	6-1072	0571-1072
KRJ	-	05738-253685, 3084, 3308
ALD	2-1072	0532-1072
MZP	27-131	05442-220095
FTP	29-131	5180222025, 2026

2.2.5 Ex-Gratia payment

No ex-gratia payment was made to the injured gateman Shri Kalyan Singh till 04.07.2011 in spite of my specific advice given on 29.06.2011 during accident site and hospital visit and also during the inquiry on 4th July 2011.

Later on, I was informed that an Ex-gratia payment of Rs. 2500/- only was made to the injured gateman Shri Kalyan Singh working on gate no. 141-C admitted in Central Hospital, New Delhi on 04.07.2011.

There was delay in making the ex-gratia payment.

2.3 Restoration

Debris were removed from line no. 3 and it was cleared at 06.10 hrs. Rail fracture occurred at km 1403/01-1403/03. Track fitness of 3rd line in between Dankaur and Ajaibpur was given certified fit for passenger train with 40 kmph by SSE/KRJ at 07.38 hrs. For clearing the rake of 12555 SR 10 kmph caution was given at 07.45 hrs between km 1403/1-1403/3. 1st train 12451 dep. from 3rd line at 07.55 hrs. Rear portion of train no. 12555 departed from site at 08.14 hrs leaving derailed locomotive in the block section. Down line fit was given at 08.25 hrs with SR 30 kmph between km 1403/4-1402/28 due to ART working on Up line. Derailed locomotive re-railed at 08.30 hrs. Down BOBRN goods passed by Dn line at 08.36 hrs. Rake of 12555 reached Dankaur in line no. 4 at 08.50 hrs. Up line fit with SR 20 kmph at km 1402/27-1403/13 was given at 09.15 hrs. Locomotive no. 11224 reached AJR at 09.45 hrs.

2.4 Interruption of passenger traffic :

Details of delay to train, termination short of destinations, diversion, cancellation and running of duplicate trains etc.

Trains terminated	Trains	Trains	Trains delayed
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short of destination	diverted	cancelled	
64104	18102	64583, 64581, 64103, 64105, 64111 & 64109	Up – 12273, 12451, 14055, 13217, 12553, 12417, 12225, 12427, 12559, 12303, 12309, 12367, 12393, 12569, 12301, 12423, 12313, 12443, 12033, 12877, 12419, 12561, 12817, 12311 & 18101 Dn – 12004, 12876, 12312, 12501, 12488, 14084

III - THE TRAIN

3.1 Composition and marshalling order of the train

(i) Locomotive

The train No. 12555 Up Gorakhpur-Hissar Gorakhdham Express was hauled by Diesel Locomotive No.11224 WDM-3 D Pune with long hood leading. The loco was manufactured in the year 2007 at Diesel Locomotive Works Varanasi and was commissioned on 25.12.2007. The loco was provided with air brake & dynamic brake with 100% brake power. It had earned 6,32,838 kms since its commissioning. The last trip inspection (T-1) of loco was done on 23.06.2011 at DSL loco shed Pune. No schedule was overdue. The Locomotive was provided with head light, speedometer, speed recorder and all were in working condition. The locomotive was also provided with VCD and Microprocessor based.

(ii) Coaches

The train 12555 Up Gorakhdham Express consisted of 24 coaches. The marshalling order and other details are given below :-

SL. No.	Coach No.	Body & Type		Year Built	Date of Last POH	Date of Return
		(ICF-IRS) Mechanical				
		Type	AT/HAT			
1	97711 NR SLR	ICF	AT	1997	GKPS 02.12.10	07/2012
2	10481 NE GS	ICF	AT	2010	RCF 06/2010	06/2012
3	08426 NE GS	ICF	AT	2008	GKPS 11.05.11	12/2012
4	07423 NE GS	ICF	AT	2007	GKPS 29.01.10	09/2011
5	08484 NE GS	ICF	AT	2008	GKPS 13.10.10	05/2012
6	05201 NE GSCN	ICF	AT	2005	GKPS 14.08.10	03/2012
7	98334 NE GSCN	ICF	AT	1998	GKPS 30.12.10	08/2012
8	02253 NE GSCN	ICF	AT	2002	GKPS 26.11.10	07/2012
9	07209 NE GSCN	ICF	AT	2007	GKPS 14.12.09	07/2011
10	91217 NE GSCN	ICF	AT	1991	GKPS 10.06.11	01/2013

11	10361 NE GSCN	ICF	AT	2010	BEML 06/2011	05/2013
12	10364 NE GSCN	ICF	AT	2010	BEML 06/2011	05/2013
13	07208 NE GSCN	ICF	AT	2007	GKPS 19.12.09	07/2011
14	01211 NE GSCN	ICF	AT	2001	GKPS 11.03.11	10/2012
15	08101 NE ACCN	ICF	AT	2008	GKPS 01.12.10	07/2012
16	98058 NE ACCW	ICF	AT	1998	GKPS 05.08.10	03/2012
17	03028 NE FACCW	ICF	AT	2003	GKPS 31.03.10	11/2011
18	08579 NE GS	ICF	AT	2008	BEML 05/2009	06/2011 EXT. 08/2011
19	08420 NE GS	ICF	AT	2008	GKPS 23.03.11	10/2012
20	07511 NE GS	ICF	AT	2007	GKPS 02.09.09	04/2011 EXT. 07/2011
21	07503 NE GS	ICF	AT	2007	GKPS 24.05.11	12/2012
22	07529 NE GS	ICF	AT	2007	GKPS 18.01.10	08/2011
23	07720 NE SLRD	ICF	AT	2007	GKPS 17.05.11	12/2012
24	42 NE RA	ICF	AT	1990	GKPS 28.07.10	09/2012

No coach derailed and there was no damage to any of the coaches.

3.2 Length, weight and brake power of the train

The train excluding the locomotive had a total length of 535.00 metres and weight of 1188.75 tonnes (excluding engine and passengers).

The train was fully air braked and the brake power was 100%.

3.3 Damage & Disposition

(a) Locomotive

Diesel loco :

Cost of damages : 25,000/-

(b) Rolling Stock (coaches):

Cost of damages coaches : Nil

Cost of damages elec.items. : Nil

(c) Permanent Way :

Cost of damage : 20,000/-

(d) Signalling and Telecommunication:

Cost of damage : Nil

(e) Overhead Equipment:

Cost of damage : 2,000/-

(f) **Total cost of damages**

Locomotives	:	Nil
Coaches	:	Nil
Permanent Way	:	Nil
Signalling and telecom.	:	Nil
Total	:	47,000/-

IV -- LOCAL FEATURES

4.1 The Section and the site

4.1.1 The accident took place at km 1402/31 to 1403/1 between Dankaur and Ajaiapur railway stations on Tundla-Ghaziabad, B.G., Triple line, electrified section of Allahabad Division of North Central Railway falling in the Civil District of Gautam Budh Nagar of Uttar Pradesh. The track runs through open cultivated plain area. The accident took place on a straight, level track.

Manned level crossing no. 141-C/3E is provided with check rails of 8.12m (Up line), 7.50m (Dn line), 8.18m (3rd line) in length for a road width of 5.50m on both side in the railway boundary. The gradient of approach roads on north side on which the ill-fated bus no. UP-14 BT 1060 moved was 1 in 37 and was 1 in 25 on the other side. There was no level portion of the road beyond the gate posts.

Gate posts were provided at 3.70m (North side) and 3.05m (South side) from the centre line of the track. Road sign boards were available at a distance of 27.56m, 59.15m and 122.85m on North side and at 47.37m, 45.72m and 104.55m on South side. W/L boards were available at 610m on both the side. Details are shown in the sketch of the accident site.

The visibility of the road users was clear from both the approach roads.

4.1.2 The track at the site of the accident runs in the East to West direction. The bank ht. is about 1.0 m. The track standard is 60 Kg rails on PRC sleepers, sleeper density M+7 and track is LWR with 300mm ballast cushion of 65 mm machine crushed ballast, about 3 cubic meter per meter.

4.2 Signaling & System of Working

The Aligarh-Ghaziabad section is situated under 25 KV AC traction area of Allahabad Division. The section is a double line section having a 3rd line in Up direction between Khurja and Dadri stations. The trains are worked in Aligarh-Ghaziabad section as under:

ALJN-CHL : Both Up & Dn lines are worked under Block working by axle counter.

CHL-GZB : Both Up & Dn lines are worked under Absolute Block System.

KRJ-DER : The third line is also worked under Absolute Block System.

The entire section consists of manually operated colour light signalling and each station has cabin working with central control of Station Master through SM's slide frame except Dadri, where end-panel are provided. The Aligarh-Ghaziabad 3rd line is a sanctioned work as well as Automatic Signalling work is also sanction for entire section during course of which all the level crossing gates (engineering) will be interlocked with signals. 3rd line has been provided between Khurja-Dadri in Up direction with Absolute Block working.

The section is controlled by the control office at Tundla.

4.3 The Kilometrage of various points as mentioned in this report as reckoned from Howrah railway station are as under :-

Station/Location Kilometers

Tundla Jn.	1248.51
Aligarh Jn.	1326.52
Khurja Jn.	1369.82
Chola	1384.55
Wair	1389.55
Dankaur	1398.02
Site of Accident	1402/31-1403/27
Ajaibpur	1406.46
Bodaki Halt	1411.37
Dadri	1415.69
Maripat	1422.44
Ghaziabad	1432.35

4.4 Permissible speeds and Speed Restrictions

Maximum permissible speed on BG section, Tundla-Ghaziabad is 130 kmph. There are no permanent speed restrictions in the block section of Dankaur and Ajaibpur railway stations and on the day of the accident there were no temporary speed restrictions.

4.5 Headquarters

S&T: Sr. DSTE/ALJN, ADSTE/ALJN, SSE/Sig/DER, JE/Sig/Section/DKDE
Track: Sr. DEN-VI/ALD, ADEN/ALJN, PWI/KRJ, APWI/DKDE
TI : Khurja
Control: Tundla

V -- SALIENT FEATURES

5.1 No coach derailed and there was no damage to any of the coaches. The train locomotive derailed by 04 wheels at the location where the loco stopped after dashing with the bus.

5.2 The broken parts of the bus were badly entangled with cattle guard and wheels of the engine, which were removed by gas cutting and lifting.

5.3 Allahabad division was fully aware of the increase of vehicular traffic on this level crossing due to the diversion of road traffic from Dankaur level crossing, where a R.O.B. is being constructed.

5.4 Long hood cattle guard, long hood side radiator room door, hand rails, engine right side lookout glass broken, right side dust exhaust blower motor, right cyclonic filter etc. of the locomotive were only damaged.

5.5 The train stopped at about 723m from the centre line of the manned level crossing gate no. 141-C/3E after dashing with the bus.

5.6 Manned level crossing gate no. 141-C/3E.

5.6.1 This is a 'C' classed non-interlocked manned level crossing controlled by the Engineering Department and manned by three gatemen in 08 hours shift. One additional trackman during the day hour from 06.00 hrs to 18.00 hrs has been provided to deal with the heavy road and rail traffic.

5.6.2 The normal position of gate is closed to road traffic. The gate is telephonically connected with East cabin/Ajaibpur.

5.6.3 Check rails were provided and length was 8.12m (Up line), 7.50 (Dn line) and 8.18m (3rd line).

5.6.4 Road surface on the approach roads within the rail boundaries as well as outside the railway boundary was black top, metalled and well maintained. Concrete blocks have been provided within the gate barriers.

5.6.5 Last traffic census at the manned level crossing gate was undertaken in Jan 2009 and TVU was 1,43,046.

5.6.6 There was no level portion in the level crossing gate beyond the gate posts.

5.6.7 The W/L boards were provided at 610m on DKDE end and 610m on AJR end.

5.6.8 The visibility was clear from 5 metre distance from the centre of the track for the road user.

5.6.9 The level crossing was last overhauled in Feb 2011 (Dn line) and March 2011 (Up line).

5.7 Bus: The whole bus was damaged badly. The axle had broken and was lying about 100m towards AJR. Other body parts of the bus were lying scattered here and there.

5.7.1 The debris of damaged road vehicle entangled with the undergear of the locomotive and dragged with locomotive and caused the derailment of four wheels of leading bogie of locomotive.

5.8 Primary maintenance of 12555 Up Gorakhpur-Hissar Gorakhdham Express is done at Gorakhpur Coaching Depot of North Eastern Railway. The rake was last maintained (primary) at Gorakhpur depot on 27.06.2011 and the rake was fully tested for brake power before it was released to traffic with 100% brake power. No unusual from carriage & wagon side was reported till this train met with the accident on 28.06.2011.

5.9 The work of upgradation of this level crossing from 'C' Spl to 'Spl' class has been sanctioned during the year 2011-12 under Item No. 86 of Pink book 2011-12 "Mughalsarai-Ghaziabad upgradation of level crossings to Spl class (70 nos.) (TVU more than 50,000).

5.10 Level crossing No. 141-C/3E is a busy level crossing and has become busier due to the diversion of road traffic from Dankaur level crossing where a ROB is under construction.

5.11 Diesel engine no. 11224 WDM 3D Pune was provided with speed recorder-cum-indicator system of Autometers Alliance Ltd. having a short term memory of 3 hrs and long term memory of 90 days.

5.12 The loco pilot, assistant loco pilot and the guard of train no. 12555 Up Gorakhpur-Hissar Gorakhdham Express have stated in their statement that there was no problem in working of the train upto the accident site.

5.13 No abnormality was reported in the locomotive of train no. 12555 Up by anyone till the time of accident. The loco pilot and assistant loco pilot had checked the locomotive and did not find anything wrong with the locomotive. The brake power of the train was 100% after it started from Gorakhpur station.

5.14 Immediately after the accident breathalyzer and the blood test of the loco pilot, assistant loco pilot and guard of the train were not undertaken. However, no alcoholic odour during breathing was found by ACMS/KRJ at 13.10 hrs on 28.06.2011 on loco pilot and assistant loco pilot.

5.15 BPC no. 322676 dated 27.06.2011 was issued by JE/C&W/NER/GKP for train no. 12555 Up for 24=48 loads and brake power recorded was 100% with all the brake cylinders effective. B.P. pressure in loco and brake van was 5.0 kg/cm² and 4.8 kg/cm². F.P. pressure in loco and brake van was 6.0 kg/cm and 5.8 kg/cm² respectively.

VI -- PROVISIONAL FINDINGS

6.1 Having carefully considered the factual, material and circumstantial evidence so far available at my disposal, I have provisionally come to the conclusion that dashing of train no. 12555 Up Gorakhpur-Hissar Gorakhdham Express with private bus no. UP-14-BT 1060 at manned level crossing no. 141-C/3E at km 1402/31-1403/01 between Dankaur and Ajaibpur railway stations on Tundla-Ghaziabad, Broad Gauge, Triple Line, Electrified Section of Allahabad Division of North Central Railway at about 04.47 hrs on 28.06.2011 occurred due to the result of the bus trying to cross the level crossing on the face of the approaching train, the gate having been opened earlier forcibly by the bus driver/conductor/cleaner by taking the lock key from the gateman after beating him and making him unconscious.

The accident is classified under the heading of “**FAILURE OF PERSON OTHER THAN RAILWAY STAFF**”.

VII - IMMEDIATE RECOMMENDATIONS

1. In case of accidents, DRM of the concerned division must associate, assist, provide full assistance in conducting the enquiry by the Commissioner of Railway Safety. As in this case DRM/ALD's approach was very casual and he behaved in a very indifferent way as detailed in Para 1.2. It is a matter of concern. Observance of strict discipline and qualitative improvement are must to improve/ensure safety.
2. Regular drives should be launched by North Central Railway Administration to inculcate safety sense among the road users not to open the gate forcibly as it may cause severe accident and loss of life as well as National Property.
3. Railway administration must ensure and provide security to the gateman posted at all the busy non-interlocked manned level crossing gates.
4. Level crossing gate no. 141-C/3E at km 1402/31-1403/01, at which this unfortunate incident occurred, should be interlocked and upgraded to 'Spl' class, with utmost urgency.
5. All the level crossings on North Central Railway should be reviewed for manning/classification/upgradation etc. within next one month, in accordance with Railway Board's latest instructions on the subject. The level crossings, which are busy and prone to accidents, should be tackled on priority.
6. Breathalyzer and blood tests of all the train crew should be undertaken immediately after the train accidents.

(R. K. KARDAM)
Commissioner of Railway Safety
Northern Circle, New Delhi

Copy to :

1. The General Manager, North Central Railway, Allahabad.
2. The Secretary (Safety), Ministry of Railways, Railway Board, Rail Bhawan, New Delhi.

(R. K. KARDAM)
Commissioner of Railway Safety
Northern Circle, New Delhi

LIST OF ABBREVIATION USED

A.N.	:	After Noon.
ADEN	:	Assistant Divisional Engineer
ADRM	:	Additional Divisional Railway Manager
ARME	:	Auxiliary Relief Medical Equipment
ART	:	Accident Relief Train
ASTE	:	Assistant Signal & Telecom Engineer
ADMO	:	Assistant Divisional Medical Officer
ASM	:	Assistant Station Master
BD	:	Break down
BG	:	Broad Gauge
BP	:	Brake Pipe
BPC	:	Brake Power Certificate
BSL	:	Block Station Limit
CBE	:	Chief Bridge Engineer
CWI	:	Chief Wagon Inspector
CFI	:	Chief Fuel Inspector
C&W	:	Carriage & Wagon
CHC	:	Chief Controller
CMS	:	Chief Medical Superintendent
CCRS	:	Chief Commissioner of Railway Safety
CTPM	:	Chief Transportation Planning Manager
CRB	:	Chairman Railway Board
CSO	:	Chief Safety Officer
CST Sleepers	:	Cast Iron sleepers
DM	:	District Magistrate
DRM	:	Divisional Railway Manager
Dn	:	Down
Dy.	:	Deputy
FP	:	Feed Pipe
GM	:	General Manager
IB Signal	:	Intermediate Block Signal
ICF	:	Integral Coach Factory
IOH	:	Intermediate Overhauling
JE	:	Junior Engineer
LC	:	Level Crossing
LI	:	Loco Inspector
M/C	:	Motor Coach
MRV	:	Medical Relief Van
MFD	:	Re-railing Equipment
POH	:	Periodical Overhauling
PSC Sleeper	:	Prestressed concrete sleeper
RCF	:	Rail Coach Factory
RPF	:	Railway Protection Force
Sr.DSO	:	Senior Divisional Safety Officer
Sr. DEN	:	Senior Divisional Engineer

Sr.DME/C&W	:	Senior Divisional Mechanical Engineer/ Carriage & Wagons
Sr.DSTE	:	Senior Divisional Signal & Telecommunication Engineer
SE	:	Section Engineer
SM	:	Station Master
SS	:	Station Superintendent
S.P	:	Superintendent of Police
SSE	:	Senior Section Engineer
SWR	:	Station Working Rules
SLR	:	Coach with compartments for second class luggage & Guard
T	:	Traffic
T/C	:	Trailer Coach
TI	:	Traffic Inspector
TSR	:	Train Signal Register
TRD	:	Traction Department
WDM-3D	:	Diesel Loco type

Station Codes :

ALD	:	Allahabad
ALJN	:	Aligarh Junction
AJR	:	Ajaibpur
CNB	:	Kanpur Central Jn.
CHL	:	Chola
DER	:	Dadri
DKDE	:	Dankaur
ETW	:	Etawah
GKP	:	Gorakhpur
GZB	:	Ghaziabad
KRJ	:	Khurja
LKO	:	Lucknow
MRE	:	Maripat
PA	:	Pune
TDL	:	Tundla
WIR	:	Wair

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