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भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)

GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

तुल्य डाक सेवा
SPEED POST



रेल संरक्षा आयुक्त,
दक्षिणी परिमंडल
7, शेषाद्री रोड, गांधीनगर,
बैंगलूर - 560 009

COMMISSIONER OF RAILWAY SAFETY
SOUTHERN CIRCLE
7, SESHADRI ROAD, GANDHINAGAR
BANGALORE - 560 009

(नं) No. : टी/T. 15027A/03/2014-2015/03 एस आर 310-312 (दिनांक) Dated : 03.06.2014

मुख्य आयुक्त रेल संरक्षा

✓ The Chief Commissioner of Railway Safety,

अशोक मार्ग/ Ashok Marg,

लखनऊ/Lucknow - 226 001.

विषय/Sub: दिनांक 01.05.2014 को लगभग 07.14 बजे दक्षिण रेलवे के चेन्नई मण्डल के चेन्नई सेंट्रल स्टेशन पर प्लेटफार्म सं. 9 पर गाड़ी सं 12509 अप बैंगलूर - गुवाहटी एक्सप्रेस के डिब्बा सं. एस 4 (सं. एनएफ जीएससीएन 08208) और एस 5 (सं. एनएफ जीएससीएन 07662) में बम विस्फोट की दुर्घटना।
Incident of bomb blast in S4 coach (No. NF GSCN 08208) and S5 coach (No. NF GSCN 07662) of train no. 12509 Up Bangalore – Guwahati Express on Platform 9 at Chennai Central station in Chennai Division of Southern Railway at about 07.14hrs on 01.05.2014.

महोदय/Sir,

उपरोक्त दुर्घटना पर प्राथमिक जांच रिपोर्ट, संलग्नक सहित इस पत्र के साथ भेजी जा रही है।

Please find enclosed herewith the preliminary report along with its enclosures on the subject accident.

भवदीय/Yours faithfully,

(सतीश कुमार मिट्तल)

SATISH KUMAR MITTAL

आयुक्त रेल संरक्षा/Commissioner of Railway Safety

संलग्नक: यथोक्त

प्रतिलिपि सूचनार्थ प्रेषित:

1. सचिव(संरक्षा)/रेल मंत्रालय/रेलवे बोर्ड/नई दिल्ली।
2. महा प्रबंधक/ दक्षिणी रेलवे/ चेन्नई।

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Government of India
Ministry of Civil Aviation
(Commission of Railway Safety)

SATISH KUMAR MITTAL

Commissioner of Railway Safety,
Southern Circle,
No.7 Seshadri Road,
Gandhinagar,
Bangalore -560 009

No. T.15027A/03/2014-15/03-SR

Dated: June 02, 2014

To,
The Chief Commissioner of Railway Safety,
Ashok Marg,
Lucknow - 226 001

Sir,

**Sub: Incident of bomb blasts in S4 coach (No.NF GSCN 08208)
and S5 coach (No. NF GSCN 07662) of train no. 12509 Up
Bangalore - Guwahati Express on Platform 9 at Chennai
Central station in Chennai Division of Southern Railway
at about 07:14 hrs on 01.05.2014**

I - INTRODUCTION

1.1 Preamble

In accordance with Rule 3 of the "Statutory Investigation into Railway Accident Rules, 1998" issued by the Ministry of Civil Aviation vide Gazette Notification No. GSR 257 dated December 26, 1998, I hereby submit the Preliminary Report pertaining to the above subject matter.

Unless otherwise apparent from the context, the terms "leading"/"trailing", "left"/"right", "front"/"rear" are with reference to the direction of the movement of Train no. 12509 Up Bangalore - Guwahati Express when it arrived at Chennai Central. Henceforth, in this Report, this train is referred to as "12509 Express" or "the train".

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1.2 Inspection and Inquiry

- a) On 01.05.2014 at about 8.15 hrs, Chief Operations Manager/Southern Railway, who was looking after duties of Chief Safety Officer, informed me about the subject incident. He conveyed that there were two bomb blasts in 12509 Bangalore – Guwahati Express which was standing on platform no. 9 at Chennai Central station at about 07.15 hrs. He also told that one lady passenger had died and there were injuries to passengers and that they were shifted to General Hospital near Chennai Central station.
- b) I conveyed to Chief Operations Manager of my intention of inquiring into the incident and advised him to arrange preservation of clues and arrange photography of site and the affected coaches. The date of inquiry was fixed as 06.05.2014 at Divisional Railway Manager's Conference Hall, Park Town, Chennai.
- c) I left Bangalore by 12640 Express on 01.05.2014 and reached Chennai Central at 21.05 hrs on the same day.
- d) Immediately on reaching, I inspected Platform no. 9 at Chennai Central station. There was no damage to the platform coping and the track. There were pieces of broken glass strewn on the track. Coach Nos. NF GSCN 08208 (S-4 coach) and NF GSCN 07662 (S-5 coach) which were stabled on platform no. 11 at Chennai Central station were inspected. Chief Safety Officer/Southern Railway, a new incumbent who joined duties on that day, and Divisional Railway Manager/Chennai accompanied me during above inspections. I was informed that none of the coaches had derailed.
- e) Honourable Union Minister for Shipping, Government of India, Honourable Minister for Health, Government of Tamil Nadu, Honourable Minister for Social Welfare & Nutritious Noon Meal Programme, Government of Tamil Nadu visited General Hospital/Chennai on 01.05.2014. Honourable Member of Parliament from Chidambaram constituency and Member/Traffic, Railway Board, visited site of incident and General Hospital/Chennai on 01.05.2014.
- f) At about 10.30 hrs in the morning of 02.05.2014, I visited General Hospital/Chennai where injured passengers were recuperating.

There were 14 injured passengers, two of them having grievous injuries. I enquired about their well being and sought to know if they had any clues or leads to offer on the subject incident. It was informed at the hospital that some of the minor injuries are likely to become grievous injuries. At the time of my visit to hospital, ex-gratia payments were stated to have been made by Southern Railway. I was accompanied by Divisional Railway Manager, Chief Safety Officer and Chief Medical Superintendent/Southern Railway and other Officers during hospital visit.

- g) I left Chennai at 13.35 hrs on 02.05.2014 and came back to Bangalore.
- h) I reached Chennai again on the morning of 06.05.2014 by train for conducting the Statutory Inquiry.
- i) Based on my instructions, notifications were got published by the Railway Administration in English newspapers i.e. "Deccan Chronicle", "The Hindu", "The Indian Express", Hindi newspaper "Rajasthan Patrike" and vernacular newspapers "Dinakaran" and "Dinamani" all dated 03.05.2014 intimating members of public having knowledge related to the accident and matters connected therewith and desiring to give evidence to do so at Southern Railway Divisional Railway Manager's Conference Hall, Chennai Division, Fifth Floor, Park Town, Chennai -600 003 or write to Commissioner of Railway Safety, Southern Circle or fax their statements to fax no.080-22260650.
- j) The Inquiry commenced at 10.00 hrs of 06.05.2014 at the above venue and continued until evening.
- k) Statements of 25 railway witnesses and one staff of Government Railway Police were taken on record during the Inquiry out of whom 18 witnesses were examined. No member of public came to depose at the Inquiry. Statements of 11 injured passengers were also got recorded in the hospital. The following Senior Administrative Grade Officers from Southern Railway Headquarter attended the inquiry proceedings:

Shri Manoj Seth	... Chief Safety Officer
Shri V.K. Dhaka	... Chief Security Officer
Shri P.K. Mishra	... Divisional Railway Manager/Chennai

Chief Security Officer was nominated to represent the Railway Board. Chief Safety Officer was nominated to represent Southern Railway Administration.

Civil and Police authorities did not attend the Inquiry proceedings.

I) Preservation of clues:

Photographs of site and of damaged coaches relevant to the cause of accident were arranged by Southern Railway Administration. Joint observations of the coaches had been got recorded. CCTV footages of the site of bomb blasts and of other stations, printouts of speedometer chart and control office records were preserved and produced in the Inquiry.

1.3 The Incident

- a) 12509 Up Bangalore – Guwahati Express left Bangalore City from platform no. 3 at 00.18 hrs on 01.05.2014 late by 48 minutes. It stopped at the scheduled stoppages as also at other unscheduled stops at Malur, Mulanur and also at Home signal of Vyasarpadi. It was received on platform no. 9 at Chennai Central at 07.05 hrs, 85 minutes later than the scheduled arrival time. At about 07.14 hrs, there was bomb explosion in S4 coach (NF GSCN 08208) and S5 coach (NF GSCN 07662). In S-4 coach, berth no. 68 was completely damaged with a hole in the floor in 'COMPREG' plywood and also in the trough floor below. There was also damage to glass shutter of seat nos. 71 and 72. Berth no. 28 in S-5 coach was damaged with a hole in 'COMPREG' plywood on the floor. There was also damage to opposite berth no 25.

The incident resulted in bleeding injuries to passengers as also death of a lady passenger.

The train was stationary at the time the incident occurred. Train did not derail. Due to non-availability of platforms at Chennai Central, several trains suffered detention.

- b) Weather was good.

- c) Government Railway Police registered an FIR vide no. 273/14 in the above case under sections 326 and 307 of Indian Penal Code.

A sketch of site of accident is enclosed as Annexure- A and sketches indicating seat configuration in S-4 and S-5 coach are enclosed as Annexures - B and C respectively

- d) Casualties

I regret to report that as a result of the incident, 01 passenger – a lady - was killed, 7 passengers suffered grievous injuries and 7 passengers sustained simple injuries.

- e) Passenger occupancy

The Railway Administration has estimated the carrying capacity of the train as 1502 passengers. The train was overcrowded with waitlisted and open ticket passengers. Carrying capacity of S4 and S5 coach was 77 in each compartment whereas actual occupancy was high due to waitlisted and open ticket passengers also travelling in these coaches.

II – RELIEF MEASURES

2.1 Intimation

One of the ticket checking staff of 12509 express informed Commercial Control that there was bomb blast in coaches of 12509 express on platform no. 9 at Chennai Central. Control office at Chennai Central received the information about bomb blasts from Commercial Control at 07.30 hrs. The control office immediately ordered relief and breakdown trains and informed all concerned. The control office also immediately summoned 108 ambulance services. Meanwhile, Dy. Station Manager/Chennai Central had personally informed duty doctor at SRM medical centre at Chennai Central at 07.20 hrs about the bomb blasts. Police control room was informed at 07.47 hrs. Fire control room was informed at 08.00 hrs.

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2.2 Medical attention and relief

- a) Duty Doctor from SRM Medical Centre functioning at Chennai Central station was first to reach the blast site on platform 9 with his medical team at 07.25 hrs. The doctor rendered first aid to 8 injured passengers on the platform itself and in the ambulance standing nearby. The injured were then shifted to SRM medical centre by trolleys, stretchers, battery car and wheel chairs for further treatment. There were another 6 injured passengers who were directly brought to SRM medical centre or shifted to Government hospital/Chennai, some of whom having been shifted via platform no.10 side. A female passenger who was brought to SRM Medical centre with head injury and penetrating injury in right chest expired at the medical centre itself despite resuscitation measures. A total of 14 injured were shifted to General Hospital/Chennai by 108 Ambulances Service and SRM ambulance by about 07.50 hrs.
- b) Self Propelled Accident Relief Train consisting of railway doctors was also ordered to reach the scene of bomb blasts. Its movements were as per following timings:

Ordered at	Left at	Arrived at
07.33	07.47	PF no.8 of Chennai Central at 07.55 hrs.

Injured passengers were already moved from the site of blasts before the relief train arrived.

- c) A Railway medical team consisting of 4 doctors was dispatched to Government Hospital/Chennai at 08.15 hrs to oversee and monitor the treatment aspects of the injured passengers. Another team of railway doctors was at Government Hospital/Chennai at 08.40 hrs.
- d) Porters / public on the platform as also on duty railway staff at Chennai Central and in 12509 Express gave a helping hand in shifting the injured to SRM medical centre and Government hospital/Chennai.
- e) Railway Protection Force and Government Railway Police personnel who took charge of luggage of the passengers handed over the same to the claimants after due identification.

Unidentified luggage was handed over to the platform inspector/Chennai for further disposal.

- f) Ex-gratia payment of Rs. 1,00,000/- was made by Southern Railway to the next of kin of lady who died. Rs.25,000/- was paid as ex-gratia to each of 05 grievously injured passengers. Rs. 5000/- was disbursed as ex-gratia to each of 02 grievously injured passengers and 07 passengers with simple injuries. Balance amount of ex-gratia to 02 more grievously passengers needs to be paid.

2.3 Restoration

- a) Breakdown train, though ordered, was cancelled, same being not required at site.
- b) Coach S3 and affected coaches S4 and S5 were detached from the train formation and moved to PF 11 for police investigation. Replacement coaches were attached to the train formation.
- c) The train re-started its onward journey at 12.14 hrs ex-Chennai Central from Platform no.9 after the rake was thoroughly examined.

- d) Interruption to traffic

Due to the incident, 13 trains suffered detention ranging from 30 to 80 minutes.

III – THE TRAIN

3.1 Composition and marshalling order of the train:

- a) Locomotive

The train was hauled by locomotive WAP4 22718 upto Chennai Central. It was provided with all safety fittings and was not due for any maintenance schedule.

b) Coaches

The train consisted of 24 coaches marshaled in the following order:

Sl.No. from train engine	Coach No.	Body Type	Year Built	Last POH	Date of Return	Coach nomen- clature
1	CR GSLR 92706	ICF	1992	01.04.2014	05/15	
2	NF GSCN 07209	ICF	2007	23.10.2013	05/15	
3	NF ACCN 13119	ICF	2013	- N.A -	09/15	
4	NF ACCN 06116	ICF	2006	21.09.2013	04/15	
5	NF ACCN 07118	ICF	2007	11.11.2013	06/15	
6	NF ACCN 07111	ICF	2007	21.03.2013	10/14	
7	NF ACCW 98068	ICF	1988	19.01.2013	08/14	
8	NF ACCW 07051	ICF	2007	14.09.2012	04/14	
9	NF ACCN 06111	ICF	2006	17.07.2013	02/15	
10	NF ACCN 07113	ICF	2007	30.04.2013	12/14	
11	NF ACCN 03102	ICF	2003	27.02.2014	10/15	
12	NF GSCN 08210	ICF	2008	03.01.2014	08/15	
13	NF WGCB 11801	ICF	2011	13.09.2013	04/15	
14	NF GSCN 07240	ICF	2007	06.05.2013	12/14	S3 coach
15	NF GSCN 08208	ICF	2008	18.03.2014	10/15	S4 coach
16	NF GSCN 07662	ICF	1989	16.01.2013	08/14	S5 coach
17	NF GSCN 08845	ICF	1988	25.02.2014	09/15	
18	NF GSCN 09241	ICF	2009	08.11.2012	06/14	
19	NF GSCN 09231	ICF	2009	19.12.2013	07/15	
20	NF GSCN 04266	ICF	2004	14.11.2013	06/15	
21	CR GSCN 96214	ICF	1996	04.09.2013	04/15	
22	NF GS 10443	ICF	2010	11.01.2014	08/15	
23	NF GS 09462	ICF	2009	27.08.2013	04/15	
24	NF GSLR 05723	ICF	2005	23.11.2012	06/14	

3.2 Length of the train excluding locomotive was 552 m. Weight of the train excluding the locomotive was 1050.26 tonnes. All the coaches were air-braked. Brake power available was 100%.

3.3 Damage & disposition

a) Locomotive

There was no damage.

b) Coaches

The damage to S4 and S5 coaches has been given in table below:

Coach No.	Damage in brief
NF GSCN 08208 (S4)	There was an oval shaped hole of size about 13x12 inches in the 'compreg' plywood on the floor below lower berth no 68 and also in the trough floor. Berth no. 68 was completely damaged. Glass shutter at seat nos. 71 and 72 were broken.
NF GSCN 07662 (S5)	Decolam pane was damaged above berth no. 2. There was an oval shaped hole of size about 13x9 inches in the 'compreg' plywood on the floor below lower berth no 28. Berth no.28 was completely damaged. There was puncturing of lower berth no. 25 at one place. Decolam panels above berth no. 26 and 33 were damaged

As stated earlier, the affected coaches S4 and S5 did not derail.

The cost of damages to coaches has been estimated as Rs. 69,408/-

c) Damage to track

There was no damage to track.

d) Damage to signalling:

There was no damage.

e) Damage to overhead equipment

There was no damage.

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f) **Damage to station premises**

There was no damage to platform or platform shelter or to any other installation in the station premises.

g) **Approximate cost of damage**

Total cost of damages to the Railway assets as a result of the incident with break-up is given:

Locomotive		Rs Nil
Coaches	including	Rs 69,408/-
fixtures		
Permanent Way		Rs Nil
Overhead equipment		Rs Nil
Station premises		Rs Nil
Total		Rs 69,408/-

IV –LOCAL CONDITIONS

4.1 **Section and the site**

- a) The incident occurred between chainage 422.000 m. to chainage 303.900 m. on platform no. 9 at Chennai Central station in Arakkonam Jn. – Chennai Central BG electrified automatic block section. The incident occurred in civil district of Chennai in Tamil Nadu State.
- b) Chennai Central station has 11 platforms on which trains are received. Platform no. 9 is an island platform with platform no. 8 on the left hand side (in the direction of train arrival). Platform no. 9 and platform no. 10 have two nos. of tracks in between and water pipes running from one end to another. There was no train on platform no.10 when the blasts occurred. Platforms have been provided with platform shelters and other passenger amenities.
- c) The section is provided with multiple aspect colour light signalling.

4.2 Headquarter and jurisdiction

The Divisional Railway Manager/Chennai is the head of the Division. All the branch officers are also headquartered at Chennai. The Control Office is also situated at Chennai. Railway Protection Force is in charge of preventive measures. Government Railway Police has criminal jurisdiction on the Railway premises.

4.3 System of working

The system of working in the section is automatic block system.

4.4 Sectional speed, Permanent/Temporary speed restrictions

Maximum sectional speed of Arakkonam Jn. – Chennai Central is 105 kmph for passenger trains and 110 kmph for nominated trains. There is a 15 kmph speed restriction when trains enter Chennai Central yard. Train was stationary at the time of blasts.

4.5 Kilometrages of stations/locations referred to in the report

Kilometrages of stations mentioned in the report relevant to the incident as reckoned from Chennai Central station are as follows:

Station	Code	Km.
Bangalore City Jn	SBC	355.900
Bangalore Cantonment	BNC	351.605
Krishnarajapuram	KJM	342.000
Malur	MLO	312.650
Bangarapet Jn.	BWT	285.700
Mulanur	MAR	239.390
Jolarpettai Jn.	JTJ	213.020
Katpadi Jn.	KPD	129.370
Arakkonam Jn.	AJJ	68.480
Vyasarpadi	VPY	03.610
Chennai Central	MAS	00.000

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V – SALIENT FEATURES

- a) Incoming rake of Bangalore-Guwahati Express which was to go as 12509 Express arrived Baiyappanahalli on 29.04.2014 at 13.35 hrs for secondary maintenance. After under gear attention, the coaches were latched from inside at 16.00 hrs on 30.04.2014 and cleared for further movement. The rake was backed at Bangalore City on platform no. 3 at 23.20 hrs when the doors of the coaches were opened to enable entry of passengers.
- b) The train was heavily crowded from Bangalore City. Overcrowding had continued even up to Chennai Central. Besides confirmed passengers, there were wait listed passengers and passengers holding unreserved tickets (open tickets). S4 and S5 coaches, besides having confirmed and RAC passengers, were also overcrowded with wait listed and open ticket passengers.
- c) There are 110 CCTV cameras at Bangalore City station out of which 109 are in working order.
- d) Passengers in the train sat and slept wherever they found space like on the floor, near the toilets both in reserved and unreserved coaches.
- e) The train did not have any police or RPF escort.
- f) The train was manned by 7 ticket checking staff from Bangalore, 4 of whom were booked only upto Jolarpettai, the other 3 continuing up to Chennai Central.
- g) The train had scheduled stoppages at Bangalore Cantonment, Krishnarajapuram, Bangarapet Jn, Jolarpettai Jn, Katpadi Jn and Arakkonam Jn. upto Chennai Central. There were also 3 unscheduled stoppages en-route due to technical and operational reasons i.e. at Malur, Mulanur and Home signal of Vyasarpadi. There was no alarm chain pulling during the run from Bangalore City to Chennai Central.
- h) Injured passengers and the railway staff on board the affected train and on the stations en-route did not find any doubtful/suspicious looking person or luggage during train run or at stations.
- i) Twin blasts occurred one after the other.

VI- PROVISIONAL FINDINGS

- a) After careful consideration of the factual, material and circumstantial evidence available with me till now, I have come to the conclusion that the **"Incident of bomb blasts in S4 coach (No.NF GSCN 08208) and S5 coach (No. NF GSCN 07662) of train no. 12509 Up Bangalore – Guwahati Express on Platform 9 at Chennai Central station in Chennai Division of Southern Railway at about 07:14 hrs on 01.05.2014"** occurred due to explosive material having been kept in the coaches of the train and detonated by some unknown person(s).
- b) This incident which resulted in 01 death, grievous injury to 07 passengers and simple injuries to 07 passengers, is classified under the category **"Sabotage"**.

VII – IMMEDIATE RECOMMENDATIONS

I have no immediate recommendations to make.

Yours faithfully,



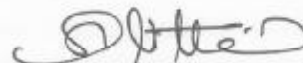
(SATISH KUMAR MITTAL)
Commissioner of Railway Safety
Southern Circle, Bangalore

Date: 02.06.2014

Encl: Annexure-A to C

Copy forwarded for information and necessary action please to:

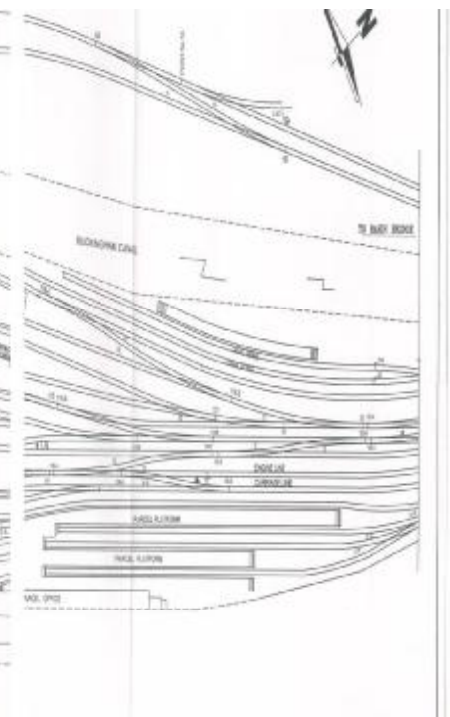
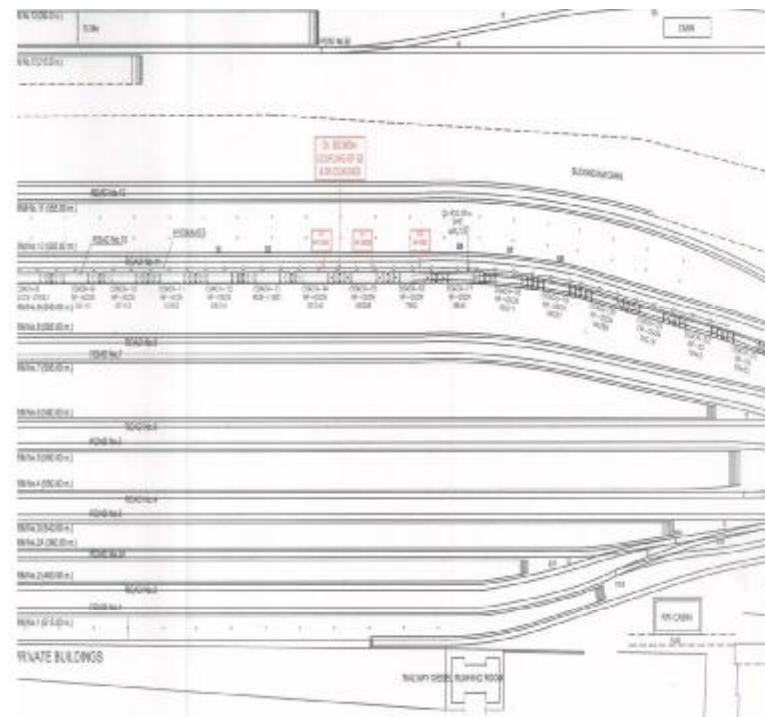
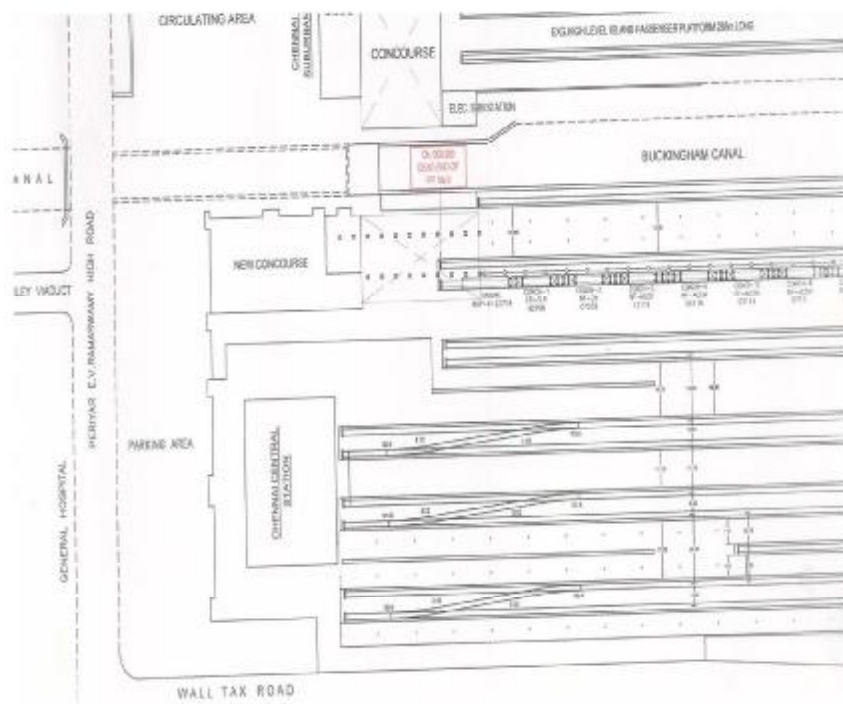
- 1) Secretary (Safety), Railway Board, New Delhi
- 2) General Manager, Southern Railway, Chennai



(SATISH KUMAR MITTAL)
Commissioner of Railway Safety
Southern Circle, Bangalore

Date: 02.06.2014

Encl: Annexure-A to C



SAW BRIDGE END



CHENNAI CENTRAL STATION
EXPLOSION
11 MAY 2004

CHENNAI CENTRAL STATION
EXPLOSION
11 MAY 2004

SOUTHERN RAILWAY
CHENNAI DIVISION
CHENNAI CENTRAL STATION
SKETCH SHOWING THE POSITION OF BOMB BLAST
AFFECTED COACHES OF TRAIN No. 12009
(COACH No. 6-5, 6-4 & 5-5) IN PLATFORM No. 9
on 11 May 2004 at AROUND 31:10pm