

रेल संरक्षा आयुक्त

पूर्व परिमंडल

भारत सरकार नागर विमानन मंत्रालय (रेल संरक्षा आयोग) GOVERNMENT OF INDIA MINISTRY OF CIVIL AVIATION (COMMISSION OF RAILWAY SAFETY) S.N.2(

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Commissioner of Railway Safety Eastern Circle 14, Strand Road, (12th Floor) Kolkata - 700 001

दिनांक / Date 28-4-2014

14, स्ट्रैण्ड रोड (12 वी मंजिल) कोलकाता-700 001 संख्या / No. MAC/242/135



To,

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

Sub:

Rear-end-collision of 51676 Up Chopan Katni Passenger at Km.137/01 between D Cabin & B Cabin at Obra Dam Station with 23345 Up BSB-SKTN Intercity Express at about 23.40 hrs. on 2.4.2014 on Chopan-Singrauli non electrified single line Section of Dhanbad Division of East Central Railway-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 Rear-end-collision of 51676 Up Chopan Katni Passenger with 23345 Up BSB-SKTN Intercity Express at Km.137/01 between D Cabin & B Cabin at Obra Dam Station at about 23.40 hrs. on 2.4.2014 on Chopan-Singrauli Section of Dhanbad Division of East Central Railway B.G.Non-Electrified, Single Line, Absolute Block Section of Dhanbad Division of East Central Railway.

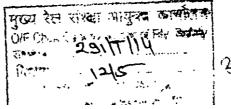
#### 1 - INTRODUCTION

#### 1.1 Preamble

On 02.04.2014 at about 23.40 hrs.; when 51676 Up Chopan Katni Passenger was standing with last coach(GSRD) at Km.137/01 at Down Home Signal of OBR D Cabin, 23345 Up BSB-SKTN Intercity Express collided with the 51676 Up Chopan Katni Passenger from the rear at a speed of about 25 Kmph. on Chopan- Singrauli Section of Dhanbad Division of East Central Railway, Sonbhadra District of UP.

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# 1.2 Inspection and inquiry:

1.2.1 On 3.4.14 at about 01.25 hrs., I received a call from CSO/ECR on my mobile phone informing me that a rear-end collision had taken place between 51676 Up Chopan Katni Passenger and 23345 Up BSB-SKTN Intercity Express in Dhanbad Division in Chopan-Singrauli section. Casualties were expected in the accident, therefore, I asked him to ensur ensur entrained train passing records and take joint observations of cabins and other relevant items. Subsequently I was informed that two passengers had died in the accident and six persons were injured. I immediately informed the details of the accident to CCRS and also informed him that I would be holding the statutory enquiry in the above accident. CSO/ECR was asked to publish the notice of holding of enquiry by me on 4.4.14 and 5.4.14 at Officers' Rest House, Chopan and to also inform civil and policy authorities of the enquiry.

I left Lucknow on 3.4.14 by Triveni Express reaching Chopan station at 08.00 hrs. on 4.4.2014. I went to the site of accident in the cab of a Diesel locomotive with its longhood leading following the path taken by 23345 Up Intercity Express and observing the signals that were encountered by Intercity Express while passing through the section. The cabins and the station was inspected. I also inspected WC GSRD 08702 of Katni Passenger which was damaged in the collision and was lying off the track at OBR station. I was accompanied by CSO, CMPE, CSTE of E.C.Railway, Dy.CRS(S&T) Kolkata, DRM and Divisional officers of DHN Division during the inspection.

- 1.2.2 The statutory inquiry was held on 04.04.2014 and 05.04.2014 at Officers Rest House at Chopan Jn. Notification for holding the inquiry was publicized by issuing advertisements in the newspapers. Dhanbad Division authorities also informed the Civil and Police authorities of the inquiry. Following officers were present during the inquiry.
  - Sh. K.Mukhopadhyaya, CSO/E.C.Railway
  - Sh.A.N.Jha, CSTE/E.C.Railway
  - Sh.Rajesh Kumar, CSE/E.C.Railway (representative of Railway Board)
  - Sh.R.R.Jha, CMPE(D)/E.C.Railway
  - Sh.R.G.Singh, CPDE/E.C.Railway
  - Sh.Neeraj Ambastha, CTPM/E.C.Railway
  - Sh.B.B.Singh, DRM/DHN/E.C.Railway

Divisional officers were called in as and when required.

#### 1.3 Preservation of clues at the site of Accident:

The joint note regarding the accident was prepared by senior supervisors of Dhanbad Division after reaching the accident site.

Railway Administration had taken still photographs of the site, damaged Loco and coaches involved in the accident. Videography of the site was also done.

The rough sketch of the accident site was prepared and signed by Sr.DEN-IV/Dhanbad showing Billi-OBR section and showing the Dimensions of the site. Sketch of accident site was prepared by Railway giving details of the accident site and features of the accident.

The recording of the speedometers of the Diesel Locomotive No.14975 WDG3A/JHANSI/NCR of 23345 Up Express and 17733 WDM2/PATRATU/ECR was preserved by the Division and a printout of the speed, time and distance recording of the Speed Recorders were made available.

Data Logger was not provided at OBR station.

#### 1.4 The Accident:

- 1.4.1 51676 Up Chopan Katni Passenger, an air braked train, hauled by WDM-2 Locomotive No.17733 having a load of 10 coaches, commenced its journey from Chopan on 02.04.14 at 22.20 hrs for Katni. The train left Billi Jn. at 23.19 hrs, passed 'A' Cabin OBR at 23.26 hrs and stopped at Home Signal of 'D' Cabin/OBR at 23.31 hrs. due to failure of Home Signal.
- 1.4.2 23345 Up BSB-SKTN Intercity Express, an Air braked Train hauled by Locomotive WDG3A, No.14975 had left Chopan on 02.04.2014 at 23.00 hrs. The train had a load of six coaches. The train left Billi Jn. at 23.32 hrs. and stopped at Home Signal of OBR 'A' Cabin at 23.36 hrs. The train started from 'A' Cabin/OBR Home Signal after it was taken off at 23.39 hrs. The train while approaching 'C' Cabin/OBR Home Signal collided in the rear of 51676 Up Chopan-Katni Passenger which was standing at Km.137/01 at the 'D' Cabin, OBR Home Signal. This caused heavy damage to GSRD/WCR 08702 which was the last coach of the passenger train.

# 1.5 The nature of weather:

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

# 1.6 Casualties:

I regret to report that as a result of the accident, 02 passengers lost their life. Two passengers were grievously injured and 06 passengers sustained simple injury.

# 1.7 Passenger Occupancy:

The 23345 Up BSB-SKTN Intercity Express was running with a load of 06 coaches. The train had an occupation of about 520 passengers as against the capacity of 500 passengers and 51676 Up CPU-KTE Passenger was running with a load of 10 coaches. The train had an occupation of about 360 passengers.

#### **II- RELIEF MEASURES**

#### 2.1 Intimation:

After the accident, information was received in control room through Guard of 51676 Up CPU-KTE Passenger on CUG phone about the accident at 23.45 hours.

#### 2.2 Medical attention and Relief

2.2.1 ARME & ART were ordered by the Divisional Control and movement of these details are given below:

# ARME:

SI.	Event	ARME/CPU
1.	Time of ordering	23.45 hrs.
2.	Time of departure	00.30 hrs.
3.	Time of arrival at site	01.10 hrs.

#### ART:

SI.	Event	ART/CPU	Crane 140T/BRWD
1.	Time of ordering	23.50 hrs.	01.30 hrs.on 3.4.14
2.	Departure from Station	00.50 hrs.	02.45 hrs.
3.	Arrival at Billi	01.03 hrs.	06.45 hrs. at SLBN
4.	Departure for site	02.47 hrs.	07.45 hrs.
5.	Arrival at site	03.10 hrs.	08.15 hrs.
6.	Departure from site after completion of work in OBRA yard	07.50 hrs.	14.00 hrs.

- 2.2.2 Divisional Control of Chopan of Dhanbad Division informed the Civil Authorities of Sonbhadra district immediately.
- 2.2.3 Helpline services were provided at Chopan and OBR stations. Dhanbad telephone no.0326-2205284, 0326-2220016 and at Chopan, telephone no. 0544-5264204 was provided.
- 2.2.4 List of injured and killed passengers was pasted at OBR and Chopan stations.

## 2.2.5 Ex-Gratia payament:

Following Ex-gratia was announced:

- 1 Rs.50,000/- in case of death
- 2 Rs.25,000/- in case of grievous injury
- 3 Rs.5,000/- in case of simple injury

A total amount of Rs. 70,000/- was paid in cash upto 5.4.2014. Payment of Ex-gratia in 02 cases of death was yet to be distributed as the families had refused the same on 04.04.2014. The ex-gratia payment should be expedited and Railway should provide assistance to the families in lodging claim for compensation with the RCT.

#### 2.3 Restoration:

2.3.1 Front portion of 08 coaches of Train No. 51676 Up left site at 00.54 hrs on proper signal and arrived OBR station at 01.10 hrs leaving behind last two coaches. Police clearance received at 03.30 hrs. The damaged coach GSRD 08702 was thrown off the track at 12.40 hrs. Track was given fit at 12.55 hrs. Accident site was cleared at 14.00 hrs. First train passed accident site at 14.18 hrs. The time taken for restoring the train movement was excessive and could have been reduced with better planning.

# 2.4 Interruption of Passenger Traffic:

Details of trains delayed or cancelled:

S.No.	Train No.	Time
Detention		
1.	13026	780"
2.	11448	480"
3.	23348	480"
4.	14370	410"
5.	51675	492"
6.	13346	620"
Cancelled		
1.	23346	
2.	51677	
3.	51678	
4.	51680	

#### III THE TRAIN

# 3.1 Composition and marshalling order of the train:

# 3.1.1 Locomotive of 51676 Up Chopan Katni Passenger:

The train 51676 Up Chopan Katni Passenger was hauled by Diesel Loco No.17733 WDM-3 of Patratu Diesel Shed weighing 112.8 tonnes. The loco was manufactured in DLW and was commissioned on 07.05.1979. The Locomotive was provided with headlight, speedometer, speed recorded, flasher light and all were in working condition. After the Last IOH/POH on 24.05.12 at Jamalpur, its last trip inspection was done on 24.03.2014 at Patratu. It had earned 2,42,385 Kilometers upto 24.03.2014 since IOH/POH.

# 3.1.2 Locomotive of 23345 Up BSB-SKTN Intercity Express

The train 23345 Up BSB-SKTN Intercity Express from BSB to SKTN was hauled by Diesel Locomotive No.14975 WDG3A of JHANSI Shed weighing 123 tonnes. The Loco was manufactured in 2002 at DLW and was commissioned on 12.11.2002. The locomotive was provided with headlight, speedometer, speed recorded, flasher light and all were in working condition. Last POH which was done on 27.11.2010, its last trip inspection was done on 28.03.2014 at Jhansi. It had earned 2,94,802 Kilometer upto 25.3.2014 since last POH.

# 3.2 Coaches:

3.2.1 The 51676 Up Chopan-Katni Passenger consisted of 10 coaches, the marshalling order and other details are given below:

SI.	No. from the engine	Coach no.	Body & Type	Year Built	Date of Last POH	Date of Return
1 <u>.</u> _	1 <sup>st</sup>	WCR GSLR 07717	ICF	2007	AIIW 2.5.13	12/14
2.	2 <sup>nd</sup>	ERGS00509	ICF	2000	BPL 29.12.13	01/16
3.	3 <sup>rd</sup>	NEGS 01494	ICF	2001	BPL 28.10.13	12/15
4.	4 <sup>th</sup>	WCGS 10418	ICF	2010	AIIW 18.10.12	05/14
5.	5 <sup>th</sup>	WCGS 97404	ICF	1997	AIIW 08.02.14	09/15
6.	6 <sup>th</sup>	WCGS 08409	ICF	2008	UBLS 31.08.13	04/15
7.	7 <sup>th</sup>	WCGS 11423	ICF	2011	JUWS 12.10.13	05/15
8.	8 <sup>th</sup>	WCGS 88418	ICF	1988	AIIW 15.04.13	11/14
9.	9 <sup>th</sup>	WCRGS 88408	ICF	1988	AIIW 7.1.13	- 08/14
10.	10 <sup>th</sup>	WCGSRD 08702	ICF	2008	JUWS 12.10.13	06/15

3.2.2 The 23345 Up BSB-SKTN Intercity Express consisted of 06 coaches, the marshalling order and other details are given below:

SI.	No. from the engine	Coach no.	Body & Type	Year of Built	Date of Last POH	Date of Return
1.	1 <sup>st</sup>	ECGSLRD 10713	ICF	2010	LLHM 17.1.13	8/14
2.	2 <sup>nd</sup>	ECGS91412	ICF	1991	LLHM 31.10.13	6/15
3.	3 <sup>rd</sup>	ECGS 11476	ICF	2011	LLHM 5.2.14	9/15
4.	4 <sup>th</sup>	ECGS06411	ICF	2006	LLHM 13.1.14	8/15
5.	5 <sup>th</sup>	ECGS 03526	ICF	2003	LLHM 9.4.13	11/14
6.	6 <sup>th</sup>	ECGSLRD00709	ICF	2000	BPL 27.8.13	10/15

## 3.3 Length, weight and brake power of the train

3.3.1 The train no.51676 Up Chopan-Katni Passenger excluding the locomotive had a total length of 222.96 meters and weight 368.31 Ton.(Excluding engine and passengers).

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

3.3.2 The train No. 23345 Up BSB-SKTN Intercity Express excluding the Locomotive had a total length of 133.776 meters and weight 220.6 Ton. (Excluding engine and passengers)

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

#### 3.4 Damage and Disposition:

3.4.1	Rolling stock (Coaches):	34,91,1 <i>54/</i> -
3.4.2	Locomotive of 23345 Up:	15,00,000/-
3.4.3	Permanent Way:	Nil
3.4.4	OHE	Nil (Non-Electrified Section)
3.4.5	S&T	Nil
	Total cost of damage:	49,91,154/-

# IV- LOCAL FEATURES

#### 4.1 The section and the site:

4.1.1 The accident took place at Km.137/0-1 between 'D' and 'B' Cabin of Obra Dam station on Chopan Jn.- Singrauli Broad Gauge single Line non-electrified section of Dhanbad Division of East Central Railway falling in the Civil District of Sonbhadra, UP. The track runs through open undulating terrain. The accident took place on a level track.

4.1.2 The track at the site of the accident runs in the north to south direction. The bank height is about 1.0 to 1.2 meters with gravelly plateau soil. The track standard is 52 Kg. 90 UTS rail (Year of rolling 1996) on PSC sleepers density M<sup>+7</sup> (1540) and the track is LWR with PSC sleepers.

# 4.2 Signalling & System of Working

Billi- OBR Section is non RE, Single line. Signals are MACL and the interlocking is old standard-III.

The system of working is absolute block system between Billi Jn and OBR. The block instrument has been provided at 'A' Cabin/OBR for granting line clear to Up trains coming from Billi Jn. Home signals have been provided at 'A' Cabin, 'B' Cabin and 'D' Cabin. The train has to pass 'A' Cabin Home Signal, 'B' Cabin Home Signal and 'D' Cabin Home Signal before reaching the platform of Obra Dam Station. The interlocking is such that the home signal of 'D' Cabin/OBR can be lowered by Cabin man only after slot is transferred from 'E' Cabin to 'D' cabin and slide is transferred by Station Master/OBR to 'D' Cabin/OBR. Home Signal of 'B' Cabin can be lowered by Cabin man only after slot is transferred by 'D' Cabin to 'B' Cabin. Similarly Home signal of 'A' Cabin. can be lowered only after slot is transferred by 'B' Cabin to 'A' Cabin. Track circuiting of track has not been done between 'A' Cabin and 'D' Cabin. Therefore, the rules stipulate that private numbers must be exchanged by the Cabins to confirm transfer of slots. Private numbers are also required to be exchanged to confirm clearance of sections between signals by adjacent Cabin men. Permission of platform Station Master/OBR is also required by Cabin man with exchange of private numbers for lowering the home signal.

The section is controlled by the control office in the Sub. Division office at Chopan and Divisional Office at Dhanbad.

**4.3 Important Kilometrage of Stations/Locations:** The kilometrage of various points as mentioned in this report as reckoned from Garwa Road Jn. Railway station are as under:

Salai Banwa	132./240 (132/2-3)	
OBRA "A" cabin	134.750 (134/7-8)	
OBRA "B" cabin	135.980 (135/9-136/0)	
OBRA "C" cabin	136.850 (136/8-9)	
Accident site	137.10 (137/1-2)	
OBRA "D" cabin	137.600 (137/6)	
Obra Dam Stn.	137.890 (137/8-9)	
Billi	135.160	
Chopan Jn	141.4	

Note- Salai Banwa, Bili and Obra "A" cabin form a triangle. Km of OBR and all cabins of OBR is from Garwa Road through Salai banwa and Chopan being in other side of

triangle in Billi-Chopan to Chunar Section of NC Railway. Km of Chopan is from Garwa Road passing Billi towards Chunar.

# 4.4 Permissible Speed and Speed Restrictions:

Maximum permissible speed of Chopan Jn-Singrauli section is 75 Kmph for Passenger/Mail Express. There was permanent speed restrictions of 65 kmph from 137/0-8 in the location and on the day of accident, there was a temporary speed restrictions of 30 kmph at 134/7-8.

#### 4.5 Headquarters:

S&T: Sr.DSTE(Co-ord)/Dhanbad, ASTE/Chopan., SSE/Signal/Chopan,

JE Signal/OBR

Track: Sr.DEN-4, Dhanbad, ADEN/Chopan, SSE/P.Way, OBR,

JE/P.Way/OBR.

Operating: : Sr DOM, Dhanbad, DTM Chopan

TI : TI/Chopan

Control : Chopan

#### **V-SALIENT FEATURES**

5.1 No abnormality was reported in the Locomotive No.14975 WDG3A/JHS/NCR of train no.23345 Up BSB-SKTN Express by anyone till the time of accident.

- 5.2 The loco no. 14975 WDG3A/JHS/NCR of train No. 23345 Up BSB-SKTN Express was provided with speed indicating-cum recording system of M/s. Medha Servo Drives Pvt. Limited.
- 5.3 The Brake Power of the train 23345 Up running with 6=12 coaches was 100% as per the BPC No.576323/SGRL/ECR dated 02.04.014. Driver had no difficulty in controlling his train till the time of accident. The train had stopped at Billi Jn and at 'A' cabin of OBR before the train collided with the Passenger train.
- 5.4 Brake Power of rake of 23345 Up was checked jointly after the accident and the brake power was found to be 100%.
- 5.5 .51676 Up Passenger had arrived at 'A' Cabin/OBR Home Signal after proper line clear from Billi Jn Station.

- 5.6 51676 Up Passenger train had stopped at the home signal of 'A' Cabin/OBR for three minutes due to signal showing 'RED'. The train had started after the home signal was taken off at 23.26 hr as per train crew.
- 5.7 The 51676 Up Passenger train again stopped at 23.31 hr at 'D' cabin/OBR Home Signal as per train crew, as the signal was showing 'RED'.
- 5.8 The last coach of the Passenger Train was standing at Km 137/01 on a 4° right hand curve.
- 5.9 The speed recorder of 51676 Up loco registered a movement at 23.41 hr as per the speed recorder clock.
- **5.10** Train no. 23345 Up had arrived at 'A' Cabin/OBR home signal after proper line clear from Billi Jn Station.
- 5.11 23345 Up Express had stopped at home signal of 'A' Cabin/OBR at 23.36 hr as the signal was showing 'RED'. The train had started after the home signal was taken 'off' at 23.39 hrs.
- 5.12 The train had passed 'B' Cabin/OBR home signal as the signal had been lowered. The loco pilot had observed a speed restriction of 30 Kmph and then raised the speed to 61 Kmph before the speed started falling and the train came to a stop suddenly.
- 5.13 The last coach of 51676 Up Passenger train had suffered heavy damage in the collision and the second class passenger portion had been crushed and the end wall had lifted up.
- 5.14 The radiator compartment of the 23345 Up locomotive was also damaged in the collision.
- 5.15 OBR Station Master/Platform had exchanged private number with 'A' Cabin/OBR for permission of line clear to train no.23345 Up Intercity Express at 23.25 hr. No further private numbers were exchanged by OBR Station Master after this activity till the accident.
- 5.16 'A' Cabin/OBR had exchanged private number for granting line clear to 23345 Up Intercity Express with OBR platform Station Master as per the Station records at 23.25 hr.
- 5.17 'A' Cabin/OBR had exchanged private number with 'B' Cabin for slot at 23.34 hrs as per the record of 'A' cabin.

- 5.18 'A' Cabin/OBR had not recorded exchange of private number with Station Master/OBR Platform before lowering the home signal for 23345 Up Intercity Express which was required as per rule.
- 5.19 'B' Cabin/OBR had exchanged private number with 'A' Cabin at 23.35 hr for giving slot to 'A' Cabin as recorded by 'B' cabin in the Private Number book.
- 5.20 '8' Cabin/OBR had exchanged private number for clearance of section between 'B' Cabin/OBR home signal and 'A' Cabin/OBR home signal after passing of 51676 Up Passenger train as per record.
- 'B' Cabin/OBR had lowered home signal for 23345 Up Intercity train without exchanging private number for lowering of signal with the Station Master/OBR, as required by rules.
   The exchange of private numbers for this activity was neither recorded by Station Master/OBR nor by 'B' Cabin.
- 5.22 '8' Cabin/OBR had not received private number from 'D' Cabin/OBR after passage of 51676 Up Passenger train for clearance of section between 'B' Cabin OBR home and 'D' Cabin OBR home which was required as per rules.
- 5.23 'B' Cabin/OBR had also not exchanged private number with 'D' Cabin/OBR after receipt of slot from 'D' Cabin/OBR, before lowering the home signal for 23345 Up Intercity Express, as required by rules.

#### VI - PROVISIONAL FINDINGS

6.1 FINDINGS: Having carefully considered the factual, material and circumstantial evidence, at my disposal so far, I have come to the conclusion that the rear end collision of 51676 Up Chopan - Katni Passenger between D Cabin & B Cabin at Obra Dam Station with 23345 Up BSB-SKTN Intercity Express was caused due to error in working of station by the Operating staff.

Accordingly, the accident falls under the category of "Error in working of Station"

# VII- IMMEDIATE RECOMMENDATIONS

7.1 The understanding of rules of Operating staff (Cabinman/Leverman) was found to be inadequate. Railway should ensure that the Operating staff is properly counselled before taking their assurance and putting them on duty.

7.2 Train passing records at OBR Station and Cabins showed many discrepancies in exchange of private numbers for reception of trains. This is indicative of lack of supervision. Audit of train passing records should be periodically done to ensure proper working of cabins and stations.

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(P.K. Bajpai)
Commissioner of Railway Safety
Eastern Circle, Kolkata

No. MAC-244/14/135/H

Dated 28.04.2014

Copy to:

The General Manager, East Central Railway, Hajipur The Secretary (Safety), Ministry of Railways, Railway Board, Rail Bhawan, New Delhi

(P.K. Bajpai)

Commissioner of Railway Safety
Eastern Circle, Kolkata

# प्रेस नोट

पूर्व परिमण्डल, कोलकाता के रेल संरक्षा आयुक्त, श्री पी. के वाजपेई ने पूर्व मध्य रेलवे के धनबाद मण्डल के ओबरा डैम स्टेशन में दिनांक 02.04.2014 के करीव 23.40 वजे 51676 अप चोपन कटनिक सवारी गाड़ी द्वार 23345 अप वारनाशी शकीनगर इंटर सिटी एक्सप्रेस के टकराने की घटना की सांविधिक जांच की ।

दुर्घटना के परिणाम स्वरूप 02 सवारी मृत्य हो गई 02 सवारी गम्भीर रूप से घायल हो गये और 06 सवारी साधारान रूप से घायल हुए ।

आयुक्त की प्रारम्भिक रिपॉट के साथ संलगन अन्तिम"निष्कर्ष" के अनुसार दूर्घटना का कारण स्टेशन में परिचालन कर्मचारी की कार्यविधि में भूल होने की वजह बताया गया है।

यह निष्कर्ष सरकार के विचाराधीन है।

#### PRESS NOTE

Shri P. K. Bajpai, Commissioner of Railway Safety, Eastern Circle, Kolkata held a Statutory Inquiry into the "Rear-end-collision of 51676 Up, Chopan - Katnik Passenger with 23345 Up BSB-SKTN Intercity Express at Obra Dam Station at about 23.40 hours on 02.04.2014 on Chopan-Singrauli section of Dhanbad Division of East Central Railway.

As a result of the accident 02 passengers were killed 02 passengers were grievously injured and 06 passengers sustained simple injury.

According to the provisional findings of the Commissioner appended with his Preliminary Report, the accident occurred due to "Error in working of station by the operating Staff".

These findings are under the consideration of the Government.

# LIST OF ABBREVIATIONS USED

ADEN Assistant Divisional Engineer

ART Accident Relief Train

ARME Auxiliary Relief Medical Equipment
ASTE Assistant Signal and Telecom Engineer

BPC Brake Power Certificate

CCRS Chief Commissioner of Railway Safety
CMPE (D) Chief Motive Power Engineer (Diesel)
CPDE Chief Planning and Design Engineer

CSTE Chief Signal & Telecommunication Engineer

CSO Chief Safety Officer
CSE Chief Signal Engineer

CTPM Chief Traffic Planning Manager

CUG Closed User Group

DRM Divisional Railway Manager
DTM Divisional Traffic Manager

Dy Deputy

Dy. CRS Deputy Commissioner of Railway Safety

ECR East Central Railway
ER Eastern Railway

Exp Express

ICF Integral Coach Factory
IOH Intermediate Overhauling

Jn Junction

JE Junior Engineer LWR Long Welded Rail

MACL Multi Aspect Colour Light
NCR North Central Railway
OHE Overhead Equipments
POH Periodic Overhauling
PSC Pre Stressed Concrete

PW Permanent Way

RCT Railway Claims Tribunal
Sr. DEN Senior Divisional Engineer
S&T Signalling & Telecommunication

Sr Senior

Sr. DOM Senior Divisional Operations Manager

Sr. DSTE Senior Divisional Signaling & Telecom Engineer SLR Coach with compartments for second class

TI Traffic Inspector
UP Uttar Pradesh
Up Up Direction

UTS Ultimate Tensile Strength VHF Very High Frequency

WC GSRD Type of Coach

WCR West Central Railway

# **Station Codes**

BRWD Barwadih
BSB Varanasi Jn.
CPU Chopan
DHN Dhanbad
KTE Katni

OBR Obra Dam Station

SKTN Shaktinagar