



सत्यमेव जयते

भारत सरकार  
नागर विमानन मंत्रालय  
(रेल संरक्षा आयोग)

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

दूरभाष/टैक्स : 011-26886589 (DOT)  
Telephone : 030-54752 / 54753 (Rly)  
e-mail : crs\_ncircle@yahoo.com.in



Commissioner of Railway Safety,  
Northern Circle, CRIS Complex,  
Chanakyapuri, New Delhi - 110 021  
Dated 16.10.2018

रेल संरक्षा आयुक्त,  
उत्तर परिमण्डल, क्रिस परिसर,  
चाणक्यपुरी, नई दिल्ली-110021

No. 11014/01/2018-19/NC

**The General Manager**  
Northern Railway, Baroda House,  
New Delhi

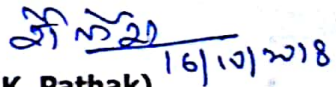
**Sub:** Derailment of Train No. 14003 UP Malda Town – New Delhi Express at Harchandpur station of Rae Bareli - Lucknow section, Broad Gauge, Single Line, Non-Electrified Section of Lucknow Division in Northern Railway on 10.10.2018 - **Immediate Recommendations.**

In accordance with Rule 3 of Statutory Investing into Railway Accidents Rules issued by Ministry of Civil Aviation, after conducting the preliminary investigation of the above subject accident and based on the facts revealed in the inquiry by the witnesses, following immediate recommendations are made to Railway Administration in the interest of safety in train operation:-

- 1) Railways should decide on a reasonable time as well as reasonable number of attempts after which a point not responding to command given from control panel is to be declared as failed. Necessary changes in data logger software should be done to log such point failure in data logger exceptional report. Action as per G&SR should be ensured after point is declared as failed.
- 2) Provision of Magnetic Lock in Relay room door to keep electronic log of number of times the door is opened must be ensured in working condition at all stations having data logger. Failure of this magnetic lock shall reflect in DRM's daily position.
- 3) All the location boxes provided at each end of yard in point zone should be replaced by the location hut which should house signalling gears pertaining to various points on one end of the yard. The location huts must also be kept under double lock with one key being in the possession of SM and it should be opened by S&T staff only after following same procedure as prescribed for the relay room opening.

**Recommendations no. 2 and 3 will ensure that there is no tempering in signalling circuit either in relay room or in location boxes.**

- 4) Drivers should be trained to ensure that use of SA-9 brake (Independent loco brake) in case of emergency should not be resorted to unless completely unavoidable. More particularly, SA-9 must not be used on turn outs and curves as this may exerts excessive unbalanced forces & torque due to momentum of the trailing load.
- 5) Data logger terminal with report printing and simulation facility should also be available with Chief Controller Coaching in the control room so that immediate access of data is available with chief controller also.
- 6) Training of Data logger architecture, usage, interpretation and report generation should be given to operating control officials.

  
(S. K. Pathak)

Commissioner of Railway Safety

Copy to: The Chairman Railway Board, Rail Bhawan, New Delhi.