

# **East Central Railway**

## **Safety Bulletin no - 12/25**

Office of the  
General Manager (Safety)  
Hajipur

No. ECR/Safety/safety bulletin/12/25

Dated: 13.08.2025

### **Sub – Dashing of truck no UP-51-BT-4964 with train engine no 33722/WAG-9BL of DN EBOXN at LC 129-SPL/T at Nihalgarh (NHH) station in Lucknow division of Northern Railway.**

#### **1. Description of incident -**

A stone aggregate loaded truck no UP-51-BT-4964 dashed with train engine no 33722/WAG-9BL of DN EBOXN at LC 129-SPL/T at Nihalgarh (NHH) station at 01:47 hrs on 18.03.25 in double line section with absolute block working. The cause of accident was obstruction of LC gate by truck. Whether clear, alignment of track was straight with 1 in 1092 falling gradient.

#### **2. Procedural lapse causing the accident –**

- (i) On duty gateman had failed to clear the track of obstruction i.e. road vehicle (truck) before closing of the LC gate. He was not aware of the procedure to be adopted in case of any obstruction in the LC Gate.
- (ii) He had also failed to inform on duty SM about the obstruction in track who could have prevented the accident by raising of signal.
- (iii) He had also failed to show danger signal to LP/ALP of DN E/BOXN using tri colour torch available at Gate lodge so that prior braking may be done to reduce the impact of collision.
- (iv) He had failed to put back the signal to ON by removing emergency crank handle and to open the LC for clearing the obstruction (truck) from the track.
- (v) He later absconded from site and switched off his mobile, which shows the highly irresponsible behaviour.
- (vi) LP/ALP have failed to apply emergency brake timely, which would have reduced the impact of collision. Hence, less damage and consequently less loss to railways would have occurred.

#### **3. Safety precautions to be followed to avoid such unsafe incidents -**

- (i) ***No person shall be appointed to be a Gateman unless he has knowledge of signals as per GR 16.01.*** The controlling official (Station

- (ii) **Every Gateman, on noticing any obstruction on the line, shall at once remove it or, if unable to do so, shall- (a) take action to ensure that the fixed signals, if any, protecting the gate are kept at “ON”,(b) show Stop hand signal and do his best to stop approaching trains, and (c) shall protect the obstruction as per GR 3.62** which says - Whenever in consequence of an obstruction of a line, it is necessary for a railway servant to stop approaching trains, he shall proceed, plainly showing his Stop hand signal, **to a point 600 metres from the obstruction and place on the line one detonator and then proceed to a point 1200 metres from the obstruction and place on the line three detonators, about 10 metres apart, at such place.**
- (iii) **Gateman at a level crossing inside station limits shall immediately report any matter related to obstruction at LC gate to the Station Master** for necessary action and the gateman outside station limits shall follow the rules as per GWR.
- (iv) **Lifting barriers and road should be clearly visible** to the gateman from the place of its operation.
- (v) **There shall be a facility provided for Gateman to put back Gate Signal to danger in case of emergency as per IRSEM 14.1.10(b).** This is done by removing emergency EKT key as per existing practice in ECR. Counter should be provided for logging gate man's extraction of emergency key to open LC gate.
- (vi) **The emergency EKT key should be fixed with crank handle of electric lifting barrier,** which is provided for manual operation in case of power supply failure. This will ensure that before manually opening the gate barriers , emergency EKT key has to be removed which in turn will put the signal at“ON”.
- (vii) **The extension of slot from gateman to station should be a deliberate action** by gateman after ensuring the closing and locking of the gate and it being free of any obstruction as per letter of Railway Board letter no-2018/Sig/LX/2 dated 04.08.25.
- (viii) **The working of LC Gate is commensurate with the provisions in the SWR/GWR,** which should be available at site in bilingual (English & Hindi) format.
- (ix) **The distance of lifting barrier from the centre line of nearest track shall be minimum 3.5 meters as per IRSEM 14.2.1(d).** Installation of

lifting barriers at more distance should be avoided to prevent stabling of any road vehicle inside the LC gate.

- (x) ***Adequate lighting at on both sides of road & lifting barriers*** should be provided for clear visibility during night.
- (xi) ***Condition of road surface and speed breakers should be proper*** for smooth clearance of road traffic.

MANISH  
KUMAR

Digitally signed by MANISH KUMAR  
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**(Manish Kumar)**

Dy. Chief Safety Officer(S&T)  
ECR/Hajipur

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- (vi) All concerned Supervisors & Railway staffs.