GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2006/Safety (A&R)/3/12 New Delhi, dated .07.2008

Director General
Railway Staff College, Vadodara

Director
IRITM/Lucknow

Chief Safety Officers,
All Indian Railways.

Principals,
All Zonal Railway Training Institutes.

Sub: ALERT advice No. 6/2008.

Based on the prima-facie causes of consequential train accidents that have taken place recently, following **"ALERTS"** are being advised for taking necessary precautions to preempt similar occurrences.

- **Procedure specific to a station during abnormal working:-**

  Procedure for running trains during failure specifying steps to be followed at a particular station, given the equipment available at that station, needs to be prescribed precisely in simple easy to read language. Making reference to GR/SR generally leaves scope for errors.

  - Derailment of an express train on Secunderabad Division of South Central Railway occurred due to **non-securing of points by the station staff before issuing authority to pass starter at 'ON' at a panel interlocked station.** Procedure to be followed during failure is not descriptive enough to be called user friendly.

  - Derailment of an Express train on Jodhpur Division of North Western Railway due to **premature operation of points under moving wheels at a station interlocked to Standard-II and provided with key transmitters. Station Master on duty allegedly transferred the key, prematurely as it had no use left in the lever lock to take 'off' starter signal which had otherwise failed. SWR does not include it in the list of 'Do Nots' clearly.**

- **Yet another derailment of OT wagons:-**

  - Derailment of a goods train (OT wagons) on Sonpur Division of East Central Railway due to **spring broken. Over speeding by the Loco pilot is also stated to have contributed.**

    During the current year three consequential accidents (derailments) involving OT wagons have taken place since the beginning of this year. Maintenance of OT wagons needs to be specially watched.

- **Weld failure (old flaw) leading to derailment:-**

  - Despite all claims of USFD testing, yet another derailment of goods train took place due to **weld failure** on Jhansi Division of North Central Railway. Prima facie, it was found to be an old flaw**.**

- **Delayed response in running rescue trains/cranes to the site of accident:-**

  - In the derailment of a goods train on Khurda Road Division of East Coast Railway allegedly due to **over speeding by Loco pilot, c**rane took six hours to travel a distance of 140 kms. On enquiry, and it was found that one hour was lost in crossing or giving preference to other trains another three hours were lost as the crane was taken to site of accident without ensuring its proper marshalling.

- **Infringement to track: –**

  - Protection of track from outside interference has been impressed upon time and again. One Tractor working for construction organization dashed against a passenger train on Sonpur Division of East Central Railway causing injuries to seven passengers.

Railways/Training Institutions are expected to supplement their efforts during drives, inspections and training courses keeping the above in mind.

Hindi version is enclosed.

(Girish Chandra)
Adviser/Safety
Railway Board

Copy to: **General Managers, All Indian Railways – for information please.**