GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
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No.2006/Safety (A&R)/3/12 New Delhi, .06.2008

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. 5/2008.
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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.

- **Repeated case of collision due to Loco pilot passing Automatic Stop Signal at ÓN' without stopping:-**

  - Rear end collision of EMU train with a goods train in Howrah – Kharagpur section worked with Automatic Block System of working on Kharagpur Division of South Eastern Railway due to **Loco pilot passing Automatic Stop Signal at 'on' without stopping and observing speed restriction.**

- **Collision due to inadequate brake power:-**

  - Rear end collision of a goods train with another goods train on Chakradharpur Division of South Eastern Railway allegedly due to **inadequate brake power**though the train had started after GDR check from station in rear.

- **Derailment due to non-securing of points:-**

  - Derailment of an express train on Ferozpur Division of Northern Railway occurred due to **non-securing of points by the station staff before issuing authority to pass starter at ÓN'.**

  - **Procedure to be followed in regard to point indication available and not available in Cabin, when signals are defective, be prescribed by the Railways in their respective SWRs.**

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

Hindi version will follow.

(Girish Chandra)
Adv./Safety
Railway Board

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