GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2006/Safety (A&R)/3/12 New Delhi, dated .11.2009

General Managers
All Indian Railways including
Metro Railway, Kolkata
Konkan Railway Corporation

Director General
Railway Staff College, Vadodara

Director
IRITM/Lucknow

Chief Operations Managers,
All Indian Railways.

Principals,
All Zonal Railway Training Institutes.

Sub: ALERT advice No. 09/2009.

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

- **Collision due to passing a Semi-Automatic signal by the Loco pilot:-**

  - Rear-end-collision of 2779 Goa express with 2964 Mewar express, stopped in Automatic Signaling territory ahead of a semi-automatic gate signal (this was the first signal after the station signals) due to chain puling. The day-to-day **working of Data loggers** at station is not being monitored by the Signal or Operating departments on the Divisions. Adequate availability of trained manpower (Supervisors) of both these departments on each Division is also a matter of doubt. No regular check is done on a planned and/or a random basis to see that the Data loggers are working.

    Railways are advised to intensify checks on the working of Data loggers and ensure that both Operating and Signal Staff/Supervisors are involved in the sample check and are able to read/decipher print out of the Data loggers.

- **Accident at Manned Level crossing Gate as the Gateman failed to close the gate even after giving assurance to the Station Master supported by private number:-**

  - Dashing of a car against an express train at manned level crossing gate on Bikaner Division of North Western Railway as **Gateman failed to close the gate even after giving assurance of closure of gate to the Station Master supported by private number.**

- **Derailments due to track defect:-**

  - Derailment of a passenger train on Firozepur Division of Northern Railway due to **poor maintenance of track.**

  - Derailment of an express train on Sonepur Division of East Central Railway due to **sinkage of embankment on the Dn line.** Even after recent gauge conversion and a BG double line now available, this area is known to be vulnerable in times of heavy rains in catchment area of Nepal.

- **Derailment due to wagon defect:-**

  - Derailment of a goods train on Jhansi Division of North Central Railway **as the door of a wagon hit the signal post and fell down on track due to poor welding of the door and missing lock pin of wagon door.**

- **Collision due to non securing of vehicles:-**

  - Collision of 8 loaded BOXN wagons along with ventra loco with SPART working inside the private siding on Vijayawada Division on South Central Railway as the BOXN wagons coupled with non-standard ventra loco were not secured and they rolled down towards the private siding situated on a falling gradient.

    Normally non-standard shunting locos of Private Siding owners should not be allowed beyond the siding end in Station Yards. Whenever in an emergency non-standard locos have to perform shunting along with wagons, upto the station yard (in yards located in a gradient of 1 in 450 or steeper), Railways are advised to ensure that the load with such a shunting loco be chained along with the wagons in the station yard whenever not in movement.

Hindi version of Alert advice No.8 is enclosed. Hindi version of Alert advice No. 9 will be sent with Alert advice No.10.

(Kamlesh Gupta)
Adviser /Safety
Railway Board

C/- Chief Safety Officers, All Indian Railways.