Government of India
Ministry of Railways
(Railway Board)

No. 2014/Safety(A&R)/3/83

New Delhi, Dated 26.07.2016

General Managers
All Zonal Railways and
CMD/KRCL

Sub:- Alert Advise No. 01/2016.

On 27.06.2016 Train No. 22413 Mudgaon- H.Nizamuddin Rajdhani Express had rolled forward for about 15 Kms in KMAH-CHI-ANO section of Ratnagiri Division in KRCL. The inquiry to the above accident has brought out the following shortcomings:-

1) Locopilot failed to acknowledge VCD alert in time resulting in emergency brake application through VCD.
2) Locopilot failed to follow the relevant procedure for resetting of VCD.
3) Locopilot had released formation brake (A-9).
4) Locopilot and guard failed to Secure/protect the train.

In view of the above Zonal Railways are advised to carry out the following steps to prevent such incidents in future:-

1) Functioning and monitoring of VCD in locomotives should be as per the Railway Board letter No.2014/Safety(DM)/7/1 dated 25.08.2014.
2) LP and ALP should be extensively counseled and educated through loco inspectors and in the training Centre regarding VCD operation, the procedure for resetting of VCD and the conditions in which VCD can be reset.
3) All concerned should be counselled regarding the procedure for securing of vehicles/loads trains/locomotives at stations and in block sections issued vide Railway Board letter No. 2012/Safety(A&R)/19/11 dated 24.02.2012.
4) Locopilot/ALP and Guard should protect the train as per provisions of G&SRs 6.03.
5) If train is disabled for any reason Loco pilots should be counselled to apply A-9 formation brakes to emergency, also apply SA-9 brakes and not to release A-9. In case MR is dropping Loco pilot should apply hand brake and place wooden wedges on locomotive wheels. Guard should apply hand brake in the SLR in case of coaching trains. In case of freight trains guard should pin down hand brakes manually at least in six wagons in rear of Brakevan and locopilot should pin down hand brakes manually at least in six wagons in rear of the train engine.
6) Crew, Guard, escorting staff and on board staff should be counselled not to release the formation brakes manually till the time Locopilot requests/authorizes them to release brakes. Locopilot should request for releasing of brakes only after ensuring MR and BP are charged to the desired levels.

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