

TRO DRIVE NO. 16 /2024

Sub : Counselling of running staff in respect to derailment of Train No. 12579 Charminar Express after dashing with dead end Terminal platform no. 5 at Hyderabad station of Secunderabad Division of SCR on 10.01.2024.

Ref. : 1.Dy CEE(OP)'s L. No.L.102.LG.5.Safety/Accident/31 dated13.12.2024
2.Railway Board's L.No.2024/Elect(TRS)/113/6(12759) dated 13.12.2024

As per railway boards letter mentioned under reference had issued guidelines recommended by CRS/SCR , in respect of derailment of Train No. 12579 Charminar Express after dashing with dead end Terminal platform no. 5 at Hyderabad station of Secunderabad Division of SCR on 10.01.2024 to counsel running staff to follow safety measures while working the trains as per extant instruction in terms of G&SR 4.49.1 & SOBs issued from time to time

In view of above, TRO drive is launched for 15 days from 19.12.2024 to 02.01.2025 . Hence all CLIs are instructed to monitor/counsel LP/ALPs.

DA : As above

Central Railway

Divisional Office,
TRO Branch, Nagpur
Dt. 19.12.2024

No.: NGP/TRO/Safety/TRO DRIVE/24

Copy to:

CEE (OP)/CSMT : For kind information please.
All CCCO(R) : Display and obtain acknowledgement of the crew.
CTLC/NGP : For information & necessary action.
All CLI : For counseling to all running staff.
DI/DTC/AQ : To impart in training.


19/12/2024
/ Sr. DEE (TRO) /NGP

Central Railway



PCEE's Office,
Mumbai CSMT-400001

No L.102.LG.5.Safety/Accident/31

Date 13.12.2024

Sr. DEE /TRO/BB, BSL, NGP
Sr. DME/Fr& Op/ BB
Sr. DME/Op/ PA
DME (O&C) SUR

Sub: Counselling of running staff in respect to derailment of Train No.12579 Charminar Express after dashing with dead end Terminal platform no. 5 at Hyderabad station of Secunderabad Division of SCR on 10.01.2024.

Ref: Rly. Bd's Letter No. 2024/Elect(TRS)/113/6(12759) dated 13.12.2024.

Railway Board vide letter mentioned under reference, had issued guidelines recommended by CRS/SCR, in respect to derailment of Train No. 12579 Charminar Express, after dashing with dead end Terminal platform no. 5 at Hyderabad station of Secunderabad Division of SCR on 10.01.2024, to counsel running staff to follow safety measures while working the trains as per extant instructions in terms of G&SR 4.49.1 & SOBs issued from time to time.

In view of the above, Divisions are advised to counsel all the running staff on the above subject and submit the compliance report to HQ.

DA: As above.

AK-7
13/12/2024
(ANKIT BANBAL)
Dy. CEE (OP)



भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड (Railway Board)

No. 2024/Elect.(TRS)/113/6 (12759)

New Delhi, Dated : 13.12.2024

General Managers (Elect.),
All Zonal Railways.

Sub: Counselling of running staff in respect to derailment of Train No. 12759 Charminar Express after dashing with dead end Terminal Platform No. 5 at Hyderabad Station of Secunderabad Division of SCR on 10.01.2024.

CRS/SCR, in the final report of the subject accident has recommended as under:

'9.1 LPs and ALPs shall be sensitized to follow safety measures while working the trains as per extant instructions in terms of G&SR 4.49.1 & SOBs issued from time to time'.

Zonal Railways are, therefore, advised to circulate and advise all concerned to counsel the crew as per guidelines in Annexure - I attached and submit a compliance report to this office at the earliest.

This issues with the approval of AM/Tr and concurrence of Safety Dte.

D.A.: Annexure - I (2 pages)

विकाश आनंद
13.12.24.

(विकाश आनंद)

निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)

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Copy to : ED/Safety(S&T) – for information

ANNEXURE-I

To avoid cases of unusual incidents of overshooting the stop board/signals/place of berthing instruction must be followed by the Crew/Motorman

The Loco Pilot shall enter station yard with his train under complete control and avoid overshooting stop boards or starter signals or the place where the train is required to come to a stand. When working a passenger train the Loco Pilot shall ensure that the passenger bogies do not overshoot the platform.

Instruction for LP/ALP for entering lines with dead end

1. LP shall regulate the speed of the train while entering the platform so as to stop the train before dead end.
2. LP/ALP should not engage in discussion/packing of belongings.
3. The speed of the train when approaching the dead end shall be 10 Kmph.
4. Further reduce the speed to 5 Kmph at a distance of 40-50 meter before the stop board /standard buffers.
5. Rheostatic braking (RB) /Regenerative braking (RG) not to be used while controlling the train before dead-end.
6. ALP must be put hands on emergency/RS valve while approaching near dead end.

Instruction for Motorman operated EMU/MEMU/DEMU for entering lines with dead end

1. Check the effectiveness of EP & Auto brake at the time of commencement of journey.
2. Motorman should not engage in discussion/packing of belongings.
3. The speed of the train when approaching the dead end shall be 10 Kmph.
4. Further reduce the speed to 5 Kmph at a distance of 40-50 meter before EMU stop board/standard buffers.
5. While approaching the dead-end during coasting in Three phase EMU/MEMU throttle must be kept on zero. Motorman must confirm this aspect by looking at the DDU.
6. Reverser should not be kept in neutral position till the train become stand still.
7. If it is experienced that EP brake is ineffective, progress it to emergency position. release the hand from the Deadman's handle of master controller immediately.

In addition to above the following precaution may please be taken

Stop boards may be provided in regular coaching terminals and bay lines in coaching yards, wherever necessary to indicate the place where the trains should normally come to a stop except at station where standard buffers are provided at the terminal end of the lines.
