

East Central Railway

Office of the,
General Manager(Optg.),
ECR/Hajipur

No.ECR/OPT/safety/ZRTI/88/505

Dated: 07.06.2023


**Principal
ZRTI
Muzaffarpur.**

Sub:- Lack of alertness of Train Managers in exchange of "All Right Signal".

Ref:- No.ECR/OPT/safety/safety-Drive/79/505, Dated: 07.06.2023.

Copy of aforesaid letter is being sent to you for reiterating the instruction to the trainees for their guidance and knowledge..

DA-as above.


07/06/2023
Dy COM (G)
ECR/HJP

No.ECR/OPT/safety/safety-Drive/79/505

Dated: 07.06.2023

**Sr. DOMs,
East Central Railway,
DNR, SPJ, DHN, SEE and DDU.**

Sub:- Lack of alertness of Train Managers in exchange of All Right Signal.

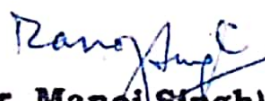
Lack of alertness of staff in exchange of All Right Signal has been reported several times. Recent derailment in one of the Division has reflected badly on lack of alertness of staff. This was the case where Train Manager could have stopped the already derailed train from getting dragged further if he had exchanged All Right Signal with the SM and dropped pressure from Brake Van.

GR & SR 4.42 provides that "All Right Signal" should always be exchanged between the Train Manager and Loco Pilot to ensure that all is correct for a train to proceed and also that the Train Manager is in his Brake Van. Similarly, in case of the train passing through a Station, All Right Signal should be exchanged with the Station staff in such a way that the Train Manager can be clearly seen by the Station. For this, the Train Manager must appear at the door or on the verandah of the Brake Van and watch for signals. In case of trains passing through gate lodge, he should exchange it with the Gate Man.

SMs should be asked to mandatorily report to section controller regarding the Train Manager who has not exchanged All Right Signal while passing through the Station and the train should invariably be stopped at the next Station, advising Section Controller and next Station's Station Master as per GR & SR No. 4.42. Entries to this report should also made in TSR of both the Stations.

The above instruction should be reiterated among the Train Managers, SMs and Gate Men. A policy of zero tolerance against lack of alertness should be followed to check recurrence of failures. Inspecting officials should resort to ambush checks and surprise inspections to identity cases of inactivity of Train Managers. Train Managers need to be counselled on the need for stopping their trains by application of Brake in Brake Van in case of any suspicion of incident/accident. No action will be taken for stopping train out of course to verify suspicion regarding accident/incident.

These should be strictly complied with and any failure on part of Train Managers and Station staff should be dealt with under D&AR rules. Extensive counseling should be imparted to staff.


(Dr. Manoj Singh)
PCOM/ECR/HJP