



उत्तर रेलवे

कार्यालय वरि. म. वि. अभि./परि./दिल्ली

Email: srdeersodli@gmail.com

मण्डल रेल प्रबंधक कार्यालय

स्टेट एंटी रोड, उत्तर रेलवे, नई दिल्ली

No. 230/Elect/RSO/Safety Drive/2024

दिनांक: 15.10.2024

सभी मुख्य लोको निरीक्षक,

समस्त वरिष्ठ चालक दल नियंत्रक/ लॉबी,

जाखल, जौंद, रोहतक, शकूरबस्ती, दिल्ली सराय रोहिल्ला, दिल्ली, आनंद विहार, नया खुर्जा

गाजियाबाद, मेरठ शहर, पानीपत, नई दिल्ली, हजरत निजामुद्दीन, तुगलकाबाद, पलवल, गढ़ी हरसर

संरक्षा अभियान- RSO SD-38/2024**विषय: अक्टूबर 2024 के महीने में सप्ताह भर चलने वाला सुरक्षा अभियान ।**

संदर्भ: (i) Dy. CEE/OP Letter No. 147-Elect/TRS/6/2 dated 14.10.2024

(ii) Dy. CSO Letter No. 81-T/ SD/13/2024/Safety dated 11.10.2024

(iii) RB's Letter No. 2024/Safety-I/3/10 dated 09.10.2024

(iv) Sr.DSO Letter No. 10-T/SD/33/2024/Safety dated 11.10.2024

उपर्युक्त संदर्भित पत्र के अनुसार निम्नलिखित पहलुओं पर विशेष जोर देते हुए तुरंत प्रभाव से एक सुरक्षा अभियान शुरू किया जाये ।

- चालक दल को दिन और रात में सिग्नल की स्पष्ट दृश्यता सुनिश्चित करने के लिए अवरोधों का पता लगाने के लिए आवश्यक जाँच/निरीक्षण किए जाये । रनिंग स्टाफ (LP/LPS/ALP) को सलाह दी जाए कि वे ट्रेन संचालन के दौरान आने वाली बाधाओं को नोट करें जो चालक दल को दिन और रात के दौरान सिग्नल की स्पष्ट दृश्यता पर प्रभाव डालती हैं। इसे CMS में फीड किया जाये । असामान्यताओं/अनियमितताओं को उचित अनुवर्ती कार्रवाई के बाद निर्धारित समय अवधि के भीतर बंद किया जाये ।
- ट्रेन विभाजन को संभालने के लिए लोको पायलटों के कर्तव्यों के ज्ञान की जाँच की जाये ।
- SPAD मामलों को रोकने के लिए अभियान चलाये जिसमें निम्न पहलुओं पर ध्यान दिया जाये:
- फुटप्लेट निरीक्षण, विशेष रूप से रात के समय किया जाना चाहिए ।
- LP और ALP द्वारा सिग्नल को जोर से और स्पष्ट रूप से कॉल आउट करने की जाँच करने के लिए लोको इंस्पेक्टरों द्वारा रनिंग स्टाफ की गहन जाँच की जाये; क्या ALP एक पीले संकेत पर सिग्नल पास करते समय RS वाल्व को पकड़े हुए है; क्या LP/ALP चलते समय मोबाइल फोन का उपयोग कर रहे हैं ।
- उपरोक्त के लिए, जहां उपलब्ध हो, CVVRS रिकॉर्डिंग की जांच करना, ताकि गलती करने वाले LP/ALP की पहचान की जा सके और उन्हें परामर्श दिया जा सके ।
- पीले सिग्नल पर ट्रेन नियंत्रण और ढाल में ट्रेन नियंत्रण के बारे में चालक दल की विशेष निगरानी की जाये,, ताकि लाल सिग्नल पर तुरंत रुक सके, स्वचालित ब्लॉक प्रणाली में ट्रेनों का नियंत्रण। स्वचालित ब्लॉक खंडों में ट्रेन चलाने की जांच SPM रिकॉर्ड से भी की जानी चाहिए ।
- सभी गति प्रतिबंधों का सावधानीपूर्वक पालन करना चाहिए ।
- स्टेशन और ब्लॉक खंड में वाहनों/भारों(Load)/ट्रेनों/लोको को स्थिर करने के लिए निर्धारित तरीका अपनाना चाहिए ।
- विभिन्न प्रकार के भार के लिए चालक दल की ब्रेकिंग तकनीक की निगरानी करनी चाहिए ।
- BMBS रैक के लिए निर्धारित गति प्रतिबंधों का पालन करना चाहिए ।
- किसी भी चिकित्सा स्थिति, दवाओं (रेलवे और निजी डॉक्टर दोनों द्वारा) निर्धारित की जांच करना जो ट्रेन चलाने को प्रभावित कर सकती है ।
- नियुक्त लोको निरीक्षकों द्वारा पूर्ण बीट की फुट प्लेटिंग की जानी चाहिए ।

- परिवार परामर्श सत्र आयोजित करना, उनकी गुणवत्ता और उनमें उपस्थिति सुनिश्चित करनी चाहिए ।
- ट्रैक मशीन ऑपरेटरों और टावर वैगन ऑपरेटरों की रोड लर्निंग और उनकी योग्यता प्रमाण-पत्र जाँचना चाहिए ।
- क्रू लिंक की जाँच करना जहाँ व्यावहारिक रूप से पर्याप्त आराम की व्यवस्था नहीं है ।
- क्रू लॉबी का गहन निरीक्षण; क्रू की मैनुअल बुकिंग की जाँच - आवृत्ति और कारण का पता लगाना ।
- निगरानी करना कि क्रू द्वारा बताई गई असामान्य शिकायतों का तुरंत समाधान किया जाता है ।
- जाँच करना कि क्रू की वास्तविक शिकायतों का तुरंत समाधान किया जाता है ।
- रनिंग रूम का गहन निरीक्षण; रनिंग रूम और मुख्यालय में LP/ALP द्वारा प्राप्त आराम की गुणवत्ता की जाँच करना ।
- उचित रोड लर्निंग की निगरानी, किसी विशेष प्रकार की ट्रेन चलाने वाले क्रू की उचित योग्यता की उपलब्धता, कोई प्रशिक्षण या पाठ्यक्रम ओवर ड्यू न होने की सुनिश्चिता करना ।
- यह सुनिश्चित करना कि LP/ALP ने सभी परिपत्रों को समय पर समझ लिया है और स्वीकार कर लिया है।
- इंजनों में आपातकालीन ब्रेक वाल्व के संशोधन की गुणवत्ता और प्रभावशीलता की जाँच करना ।
- सिग्नल देखने संबंधी मुद्दे- सावधानी सूचक, सिग्मा बोर्ड, RHS स्थान, मध्यवर्ती सिग्नल स्थान, संवेदनशील सिग्नल स्थान जहां केवल एक चालक दल का सदस्य सिग्नल देख सकता है तथा स्टेशनों से प्रस्थान के दौरान किसी विशेष लाइन के लिए स्टार्टर सिग्नल का विशिष्ट स्थान, फुटप्लेट के दौरान विशेष रूप से जाँचना, पहचाना और देखा जाना चाहिए।
- ट्रेन संचालन के दौरान उचित तरीके से सिग्नल एक्सचेंज किया जाना चाहिए ।
- कोहरे से सुरक्षित उपकरणों का प्रावधान और उचित संचालन की सुनिश्चिता करना ।
- किसी भी खराब कार्यस्थल सुरक्षा, फालतू सामग्री, वाहन द्वारा संभावित उल्लंघन की निगरानी - विशेष रूप से लापरवाह मामलों में जहां उल्लंघन बहुत कम अंतर से/भाग्य से बचा लिया गया हो ।
- रनिंग स्टाफ के निर्धारित घंटों से अधिक काम करने से थकान हो सकती है, इसे रोका जाना चाहिए। यह सुनिश्चित किया जाना चाहिए कि LP और ALP को निर्धारित अनुसार पर्याप्त आउटस्टेशन आराम दिया जाए ।
- अधिकारी स्तर पर चालक दल लॉबी का विस्तृत और गहन निरीक्षण किया जाना चाहिए ।
- अधिकारी स्थल पर भी सभी CLIs की काउंसिलिंग की जानी चाहिए ।
- चालक दल द्वारा रिपोर्ट की गई असामान्यता की निगरानी की जानी चाहिए तथा उसका समाधान किया जाना चाहिए ।
- किसी भी लोको पायलट का लगाया हुआ रेस्ट (पिरियोडिक रेस्ट) कैन्सल नहीं करना चाहिए ।
- रनिंग रूम व मुख्यालय में पर्याप्त गुणवत्ता वाला आराम लेना चाहिए ।

सभी लोको निरीक्षक/ वरिष्ठ चालक दल नियंत्रक द्वारा तुरन्त प्रभाव से एक सप्ताह का एक विशेष संरक्षा अभियान 15.10.2024 से 21.10.2024 तक चलाया जाये, जिसमें जरूरी एंभुश चेक व गहन परामर्श दिया जाये एवं ड्राइव की पूर्ण रिपोर्ट 22.10.2024 को मण्डल कार्यालय में या CLI Whatsapp पर निम्न दिये गए प्रोफॉर्मा में जमा कराये ।


 वरिष्ठ मण्डल विद्युत अभियंता/परिचालन/दिल्ली

Copy to: For kind information please.

- PS to DRM for kind information of DRM please.
- CEE/OP, NDBH.
- ADRM/OP/DLI
- Sr. DSO/DLI.
- DEE/RSO & ADEE/RSO: For Necessary action please
- CLI/Speed/Cell/NDLS & CTC/NDLS Control: For Necessary action please
- Principal ETC/GZB, Principal DTC/TKD, Principal RSTC/ Shakurbasti.
- CLI/BTC/TKD, CTC/NDLS Control
- राजभाषा अधिकारी: सूचना हेतु

Northern Railway

Headquarters Office,
Baroda House,
New Delhi- 110001.
Dated: 14.10.2024

No.147-Elect/TRS/6/2

Sr. Divnl. Elect. Engineer/ RSO/OP,
Northern Railway,
D.R.M. Office,
FZR, UMB, DLI, MB & LKO.

Sub: Week-Long Safety Drive for the Month of Oct'24 (Dy.CSO/SD/19)

Ref: (i) Dy.CSO/Mech.'s L. No. 81-T/SD/13/2024/SAFETY dt.11.10.2024
(ii) RB's L. NO. 2024/Safety-I/3/10 dt.09.10.2024

In reference to above, a safety drive is to be launched immediately with special emphasis on the following aspects;

1. Necessary checks/inspections are to be conducted to detect obstructions to ensure clear visibility of signals to crew in day and night. Running staff (LPs, LPSs & ALPs) to be counseled to note down the obstacles encountered during train operations which impact on clear visibility of signals to the crew during day and night. This has to be fed in to CMS. Abnormalities/irregularities should be closed within the stipulated time duration after proper follow up action.
2. To check the knowledge of duties of Loco Pilots for handling train parting.
3. Drive to prevent SPAD cases:
 - a. Footplate inspections, especially during night hours.
 - b. Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LPIALP is using mobile phone while on run.
 - c. Checking CVVRS recordings, where available, for the above to identify and counsel LPs/ALPs.
 - d. Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.
 - e. Following all speed restrictions meticulously.
 - f. Stabling of vehicles/loads/trains/locomotives at station and in block section.
 - g. Monitoring of crew's braking technique for different types of load.
 - h. Following of prescribed speed restrictions for BMBS rakes.

- i. Checking for any medical condition, medications (prescribed by both Railway and Private Doctors) that may affect train driving.
- j. Checking for foot plating of full beat by assigned loco inspectors.
- k. Family counseling sessions being organized, their quality and attendance therein.
- l. Road learning of track machine operators and tower wagon operators, and their competency certificates.
- m. Checking of crew links where adequate rest is not built in practically.
- n. Thorough intensive inspection of crew lobbies; checking manual booking of crew -frequency and reasons.
- o. Monitoring that unusual reported by crew are addressed quickly.
- p. Checking that genuine grievances of crew are addressed promptly.
- q. Thorough intensive inspection of running rooms; quality of rest availed by LP/ ALP in Running rooms & Headquarters.
- r. Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses.
- s. Ensuring that LP/ ALP have understood and acknowledged all circulars timely.
- t. Quality and effectiveness of modification of Emergency brake valves in locomotives.
- u. Special monitoring of train driving in one-train-only sections, where such working is in practice, by checking of loco SPM records for proper stopping, etc.
- v. Signal sighting issues, Caution indicators, Sigma Boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal, and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate.
- w. Proper signal exchange.
- x. Provision and proper working of fog-safe devices.
- y. Lookout of any poor worksite protection, possible infringement by stray material, vehicle - especially careless cases where infringement was saved by very narrow margins/ providentially.
- z. Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPs are given adequate outstation rest as stipulated.
- aa. Detailed and intensive inspection of crew lobbies at officers' level.
- bb. Counseling of all CLIs at officers' level.

cc. Unusuals reported by crew should be monitored and addressed.

4. Checking and ensuring cable protection such as proper cabling in junction boxes with glands and vinyl housings, ensuring there are no loose hanging cables etc.

Divisional officers are to involve themselves in the drive & effective follow up action to be taken on all the deficiencies & irregularities noticed. The outcome of the drive, bringing out systematic deficiencies and action plan with time line to be sent to this office latest by 22.10.2024 in the format attached as annexure.

DA: As above

Digitally Signed by Kamal

Kant Rastogi

Date: 14-10-2024 15:38:58

Reason: Approved

Dy.CEE/OP
for Pr.Chief Electrical Engineer

Copy to:

- 1) PCEE/NR: for kind information please.
- 2) CEE/Operations/NR: for kind information please.
- 3) Dy.CSO/Mech./NR: for kind information please.

Week Long Safety Drive for the Month of OCT'24, w.e.f. 14.10.24 to 20.10.24 (Crew Aspects)		
S.No.	Checks of Aspects	Outcome/deficiencies on daily basis
1	Nos. of footplate conducted	Officer
		CLIs
2	Nos. of LPs/ALPs were counselled to note down and feed in to CMS those abnormalities/irregularities which impact on the clear visibility of signals to the crew encountered during train working.	LP
		ALP
		LPS
3	No. of checks/inspections conducted to observe abnormalities/irregularities which impact on clear visibility of signals to the crew	
4	No. of abnormalities/irregularities which affect on the clear visibility of signals to the crew.	
5	No. of staff checked for the knowledge of duties of LP for handling train parting	
6	No. of staff found who are not conversant with the knowledge of duties of LP to handle train parting	
7	No. of ambush check conducted	
8	No. of Improper Calling out Signal aspect	
9	No. of Improper Hand gesture	
10	No. of ALPs whose hand was not on RS/Emergency valve after passing one yellow.	
11	No. of staff whose Mobile phone was switched ON while on run/unnecessary use of Mobile	
12	CVVRS Record Checked	
13	No. of Staff not reducing speed while passing Single Yellow aspect of Signal as per analysis of SPM data	
14	No. of Staff not controlling speed in falling gradient as per analysis of SPM data	
15	Nos. of LP found over speed after checking speedo graph	
16	No. of LPs who were Not carrying out Brake feel/Brake power test	
17	No. of LPs which had poor braking technique at different types of load according to SPM data	
18	No. of Staff not following prescribed speed restriction for BMBS rakes	
19	No. of staff having any medical condition, medications (prescribed by both Railway and Private Doctors) that may affect train driving	
20	No. of LPs who have not been foot plated of full beat by assigned loco inspectors	
21	No. of Poor Family counseling sessions organised, in respect to quality and attendance therein	
22	No. of track machine operators and tower wagon operators with improper Road Learning	
23	No. of crew links where adequate rest is not built in practically	
24	Names of lobbies where manual booking of crew has been checked with frequency and reason	
25	No. of Staff who did not report irregularities/Unusual quickly	
26	No. of genuine grievances of crew are not addressed promptly	
27	Improper working of FSD	
28	No. of Staff who have availed improper quality of rest in Running rooms & Headquarters	
29	Quality of LR & Competencies of crew if found improper	
30	No. of staff who did not understand and acknowledge all circulars on time	
31	Quality and effectiveness of modification of Emergency brake valves in locomotives	
32	No. of Signal sighting issues, im proper Caution indicators, improper Sigma Boards, RHS signal locations, intermediate signal locations, vulnerable signal locations	
33	No. of improper signal exchange	
34	No. of poor worksite protection, possible infringement by stray material, vehicle - especially careless cases where infringement	
35	VCD operated data (Crew account) checked	
36	Any rest break done or rest cancelled	
37	Irregularities observed during inspection of Crew Lobbies	
38	Number and reasons for CLI left from counseling by officers	
39	Details of abnormalities/irregularities noticed during drive.	
40	Action taken on abnormalities/irregularities noticed during drive	

NORTHERN RAILWAY

Head Quarters Office
Baroda House
New Delhi

No. 81-T/SD/13/2024/SAFETY

Dated: 11.10.2024

Divisional Railway Manager
DRM's Office
DLI, FZR, MB, UMB & LKO.

SAFETY DRIVE No.- 19 (RB).

Sub:- Week-Long Safety Drive for the month of October'24.

Ref:-Railway Board's Letter No. 2024/Safety-1/3/10 Dated 09.10.2024.

A Safety Drive for one week starting from 14.10.2024 had been advised vide letter under should be Launched with special emphasis to be given to the following aspects.

ELECTRICAL	<p>TRD: drive for isolator's assembly, such as for signs of sparking or overheating of isolators, Condition of locks/interlocks, Alignment of contacts and arcing horns etc.</p> <p>CREW: Clear visibility of signal to crew in day and night</p> <p>TRACTION: Drive for cable protection such as to ensure proper cable laying in junction box with gland and vinyl housing, no loose hanging cable etc.</p> <p>SPAD Drive: Drive to prevent SPAD cases.</p> <ul style="list-style-type: none">• Footplate inspections, especially during night hours.• Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LP/ALP is using mobile phone while on run.• Checking CVVRS recordings, where available, for the above to identify and counsel erring LPS/ALPS.• Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.• Following all speed restrictions meticulously.• Monitoring of crew's braking technique for different types of load• Following of prescribed speed restrictions for BMBS rakes.• Checking for any medical condition, medications (prescribed by both Railway and Private doctors) that may affect train driving• Checking for foot plating of full beat by assigned loco inspectors• Family counseling sessions being organized, their quality and attendance therein• Road learning of track machine operators and tower wagon operators, and their competency certificates
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	<ul style="list-style-type: none"> • Checking of crew links where adequate rest is not built in practically • Thorough intensive inspection of crew lobbies; checking manual booking of crew-frequency and reasons. • Monitoring that unusual reported by crew are addressed quickly • Checking that genuine grievances of crew are addressed promptly • Thorough intensive inspection of running rooms; quality of rest availed by LP/ALP in Running rooms & Headquarters • Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses. • Ensuring that LP/ ALP have understood and acknowledged all circulars timely. • Quality and effectiveness of modification of Emergency brake valves in locomotives • Special monitoring of train driving in one-train-only sections, where such working is in practice, by checking of loco SPM records for proper stopping, etc. • Signal sighting issues, Caution indicators, Sigma Boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal, and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate. • Proper signal exchange • Provision and proper working of fog-safe devices in regions affected by fog • Lookout of any poor worksite protection, possible infringement by stray material, vehicle especially careless cases where infringement was saved by very narrow margins/providentially. • Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPS are given adequate outstation rest as stipulated. • Detailed and intensive inspection of crew lobbies at officers' level. • Counseling of all loco inspectors at officers' level. • Unusuals reported by crew should be monitored and addressed.
MECHANICAL	<ol style="list-style-type: none"> 1. Audit of ARTs and their equipment. 2. Audit of bogie frame maintenance. 3. Audit of workshops, e.g. wheel disk pressing process, RB maintenance, etc.
S&T	<ol style="list-style-type: none"> 1. Ensure double locking arrangement in Block Instrument 2. Proper observance of rules during disconnection of Points & Signals 3. Ensure double locking arrangement in Block Instrument.
TRAFFIC	<ol style="list-style-type: none"> 1. Proper rules should be followed at the time of train parting <ul style="list-style-type: none"> • Test of knowledge of duties of Guards and Loco Pilots to handle train parting. • Protection of train by Guard using various methods prescribed in GR/SR. 2. Process of loading of steel coils to be audited. 3. Loading of bagged commodity as per RDSO diagram.

ENGINEERING

Inspection of Level crossing gates : To check and ensure adequate visibility for both Train Loco Pilot and Road users at Level Crossing gate, adequacy of equipment, condition of road and speed breakers, locking arrangement, condition of booms.

These aspects are only indicative in nature; HQ should issue a comprehensive drive including suitable checklist for inspecting officers/supervisors. Officers of various department from HQ should also be involved. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive.

Officers from the various departments have to do inspections pertaining to their areas. Some of the checks to be done are given in Board's letter but these are only indicative. The inspection officer has to cover all aspects of safety of his department while doing the inspection.

At the end of the Drive the deficiencies/irregularities noticed should be given along with the action taken/plan along with the target dates. A critical analysis is to be done to identify systematic deficiencies. The result of the drive bringing out systematic deficiencies and action taken/planned to be taken with timeline should be sent to this office. The report is to be sent to this office in hard copies as well as soft copies by 23.10.2024 for onward submission to Railway Board.



Dy. CSO/Mech./HQ
(For Principal Chief Safety Officer)

Copy to:

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCOM, PCE, PCME, PCEE, PCSTE, for information and necessary action please.
4. Sr. DSO/DLI, FZR, UMB, MB, LKO for information and necessary action please.

3
11-10-24

(GM's email)



भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)



क्र. 2024/संरक्षा-1/3/10

महाप्रबंधक,
सभी क्षेत्रीय रेलवे, और
प्रबंध निदेशक, के.आर.सी.एल और डी.एफ.सी.सी.आई.एल.

GM
PCEE, PCME
PCJTR, PCOM
PCE, PCWO

नई दिल्ली, दिनांक: 09.10.2024

विषय: अक्टूबर '24 माह के लिए सप्ताह भर चलने वाला संरक्षा अभियान।

दिनांक 14.10.2024 से शुरू होने वाले एक सप्ताह के लिए निम्नलिखित पहलुओं पर विशेष जोर देते हुए एक संरक्षा अभियान शुरू किया जाना चाहिए:-

A Safety Drive for one week starting from 14.10.2024 should be launched with special emphasis to be given to the following aspects:-

ELECTRICAL	<p>TRD: drive for isolator's assembly, such as for signs of sparking or overheating of isolators, Condition of locks/interlocks, Alignment of contacts and arcing horns etc.</p> <p>CREW: Clear visibility of signal to crew in day and night</p> <p>TRACTION: Drive for cable protection such as to ensure proper cable laying in junction box with gland and vinyl housing, no loose hanging cable etc.</p> <p>SPAD Drive:-Drive to prevent SPAD cases.</p> <ul style="list-style-type: none">• Footplate inspections, especially during night hours.• Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LP/ ALP is using mobile phone while on run.• Checking CVVRS recordings, where available, for the above to identify and counselling LPs/ALPs• Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.• Following all speed restrictions meticulously.• Monitoring of crew's braking technique for different types of load• Following of prescribed speed restrictions for BMBS rakes.• Checking for any medical condition, medications (prescribed by both Railway and Private doctors) that may affect train driving• Checking for foot plating of full beat by assigned loco inspectors• Family counselling sessions being organized, their quality and attendance therein• Road learning of track machine operators and tower wagon operators, and their
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ELECTRICAL	<p>competency certificates</p> <ul style="list-style-type: none"> • Checking of crew links where adequate rest is not built in practically • Thorough intensive inspection of crew lobbies; checking manual booking of crew - frequency and reasons • Monitoring that unusual reported by crew are addressed quickly • Checking that genuine grievances of crew are addressed promptly • Thorough intensive inspection of running rooms; quality of rest availed by LP/ ALP in Running rooms & Headquarters • Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses. • Ensuring that LP/ ALP have understood and acknowledged all circulars timely. • Quality and effectiveness of modification of Emergency brake valves in locomotives • Special monitoring of train driving in one-train-only sections, where such working is in practice, by checking of loco SPM records for proper stopping, etc. • Signal sighting issues, Caution indicators, Sigma Boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal, and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate. • Proper signal exchange • Provision and proper working of fog-safe devices in regions affected by fog • Lookout of any poor worksite protection, possible infringement by stray material, vehicle - especially careless cases where infringement was saved by very narrow margins/ providentially. • Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPS are given adequate outstation rest as stipulated. • Detailed and intensive inspection of crew lobbies at officers' level. • Counselling of all loco inspectors at officers' level. • Unusals reported by crew should be monitored and addressed.
MECHANICAL	<ol style="list-style-type: none"> 1. Audit of ARTs and their equipment. 2. Audit of bogie frame maintenance. 3. Audit of workshops, e.g. wheel disk pressing process, RB maintenance, etc.
S&T	<ol style="list-style-type: none"> 1. Ensure double locking arrangement in Block Instrument 2. Proper observance of rules during disconnection of Points & Signals 3. Ensure double locking arrangement in Block Instrument.
TRAFFIC	<ol style="list-style-type: none"> 1. Proper rules should be followed at the time of train parting <ul style="list-style-type: none"> • Test of knowledge of duties of Guards and Loco Pilots to handle train parting • Protection of train by Guard using various methods prescribed in GR / SR 2. Process of loading of steel coils to be audited. 3. Loading of bagged commodity as per RDSO diagram.
ENGINEERING	<p>Inspection of Level crossing gates :To check and ensure adequate visibility for both Train Loco Pilot and Road users at Level Crossing gate, adequacy of equipment, condition of road and speed breakers, locking arrangement, condition of booms</p>

ये पहलू प्रकृति में केवल सांकेतिक हैं; क्षेत्रीय रेलवे को अधिकारियों/पर्यवेक्षकों के निरीक्षण के लिए उपयुक्त चेकलिस्ट सहित अपना स्वयं का व्यापक अभियान जारी करना चाहिए। मुख्यालय में विभिन्न विभागों के अधिकारी भी शामिल रहें। अभियान के दौरान पाई गई सभी कमियों एवं अनियमितताओं पर प्रभावी अनुवर्ती कार्रवाई की जाए। पीसीएमओ को प्रणालीगत कमी की पहचान करने के लिए डेटा का गंभीर विश्लेषण करने के लिए निर्देशित किया जाना चाहिए और समय-सीमा के साथ की गई/की जाने वाली कार्रवाई की योजना दिनांक 25.10.2024 तक बोर्ड को भेजी जानी चाहिए। हार्ड कॉपी भेजने के अलावा, रिपोर्ट अनिवार्य रूप से SMDMS पर Pdf और doc दोनों प्रारूपों में अपलोड की जानी चाहिए तथा इसे edeesafety@gmail.com और safetyimp46@gmail.com पर ई-मेल भी किया जा सकता है।

These aspects are only indicative in nature; Zonal Railways should issue their own comprehensive drive including suitable checklist for inspecting Officers/Supervisors. Officers of various departments from HQ should also be involved. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. PCSOs be directed to critically analyze data to identify systemic deficiency and action taken/planned to be taken with timeline should be sent to the Board by 25.10.2024. Apart from sending hard copy, the report should invariably be uploaded on SMDMS, both in PDF and DOC format and may also be e-mailed at edeesafety@gmail.com and safetyimp46@gmail.com.

24
9/12/24

(Ashok Kumar Nakra)

अशोक कुमार नाकरा

Executive Director/EE/Safety

कार्यकारी निदेशक/ई.ई./संरक्षा

Phone/फोन: 011-23047427

NORTHERN RAILWAY

DRM Office
S.E.Road, New Delhi

No.10-T/SD/33/2024/Safety
Dated: 11.10.24

Sr. DEE/TRD, Sr. DEE/RSO, Sr. DME/C, Sr. DEE/Chg
Sr. DSTE/C, Sr. DOM/C, Sr. DEN/C, Sr. DEE/G
NR, DLI Division.

Divisional Safety Drive No. 33/2024

Sub:- Week-Long Safety Drive for the month of October'24.
Ref: (i). PCSO L.No. 81-T/SD/33/2024/SAFETY dated 11.10.2024.
(ii) Railway Board's Letter No. 2024/Safety-1/3/10 Dated 09.10.2024

As per letter under reference, the one week safety drive to be launched, starting from 14.10.2024 to 20.10.2024, the special emphasis to be given to the following aspects.

ELECTRICAL	<p>TRD: drive for isolator's assembly, such as for signs of sparking or overheating of isolators, Condition of locks/interlocks, Alignment of contacts and arcing horns etc.</p> <p>CREW: Clear visibility of signal to crew in day and night</p> <p>TRACTION: Drive for cable protection such as to ensure proper cable laying in junction box with gland and vinyl housing, no loose hanging cable etc.</p> <p>SPAD Drive: Drive to prevent SPAD cases.</p> <ul style="list-style-type: none">• Footplate inspections, especially during night hours.• Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow: whether the LP/ALP is using mobile phone while on run.• Checking CVVRS recordings, where available, for the above to identify and counsel erring LPS/ALPS.• Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.• Following all speed restrictions meticulously.• Monitoring of crew's braking technique for different types of load• Following of prescribed speed restrictions for BMBS rakes.• Checking for any medical condition, medications (prescribed by both Railway and Private doctors) that may affect train driving• Checking for foot plating of full beat by assigned loco inspectors• Family counseling sessions being organized, their quality and attendance therein• Road learning of track machine operators and tower wagon operators, and their competency certificates• Checking of crew links where adequate rest is not built in practically• Thorough intensive inspection of crew lobbies; checking manual booking of crew-frequency and reasons.
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	<ul style="list-style-type: none"> • Monitoring that unusual reported by crew are addressed quickly • Checking that genuine grievances of crew are addressed promptly • Thorough intensive inspection of running rooms; quality of rest availed by LP/ALP in Running rooms & Headquarters • Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses. • Ensuring that LP/ ALP have understood and acknowledged all circulars timely. • Quality and effectiveness of modification of Emergency brake valves in locomotives • Special monitoring of train driving in one-train-only sections, where such working is in practice, by checking of loco SPM records for proper stopping, etc. • Signal sighting issues, Caution indicators, Sigma Boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal, and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate. • Proper signal exchange • Provision and proper working of fog-safe devices in regions affected by fog • Lookout of any poor worksite protection, possible infringement by stray material, vehicle especially careless cases where infringement was saved by very narrow margins/providentially. • Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPS are given adequate outstation rest as stipulated. • Detailed and intensive inspection of crew lobbies at officers' level. • Counseling of all loco inspectors at officers' level. • Unusuals reported by crew should be monitored and addressed.
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S&T	<ol style="list-style-type: none"> 1. Ensure double locking arrangement in Block Instrument 2. Proper observance of rules during disconnection of Points & Signals 3. Ensure double locking arrangement in Block Instrument.
OPERATING	<ol style="list-style-type: none"> 1. Proper rules should be followed at the time of train parting <ul style="list-style-type: none"> • Test of knowledge of duties of Guards and Loco Pilots to handle train parting. • Protection of train by Guard using various methods prescribed in GR/SR. 2. Process of loading of steel coils to be audited. 3. Loading of bagged commodity as per RDSO diagram.
ENGINEERING	<p>Inspection of Level crossing gates : To check and ensure adequate visibility for both Train Loco Pilot and Road users at Level Crossing gate, adequacy of equipment, condition of road and speed breakers, locking arrangement, condition of booms.</p>

These aspects are only indicative in nature. Departments should issue their own comprehensive drive including suitable checklist for inspecting officers/ supervisors.

The above Drive is meant to check all aspects of safety concerned with the specific departments. Officers/Supervisors from the various departments as indicated above have to do inspections pertaining to their areas. The inspecting officer has to cover all aspects of safety of his department while doing the inspection.

The DEFICIENCIES/IRREGULARITIES noticed should be given along with action taken/plan with target dates to this office by 21.10.24 for onward submission to HQ.


Sr. Divisional Safety Officer
S.E.Road, DRM Office
New Delhi

Copy:-

1. DRM/DLI--- For Kind information please.
2. ADRM/infra, ADRM/admin, ADRM/OP --- For kind information please