

संरक्षा अभियान 2024-25/01

मध्य रेल



मंडल रेल प्रबंधक कार्यालय,
संरक्षा विभाग, नागपुर.

संख्या:NGP/SFT.101.Z/SD/RB/2024-25/01

दिनांक:05.04.2024

Sr.DEE (TRD), Sr.DEE (TRO), Sr.DEE (TRS), Sr.DME, Sr. DSTE, Sr.DOM,
Sr.DEN (Co), Sr.DEN(N), Sr.DEN(S), Sr.DEN (Central)/NGP.

विषय: Railway Board's Week-Long Safety Drive for the month of April'24.

संदर्भ: 1. RB's letter No. 2024/Safety-I/3/4 Dt 03.04.24.

2. PCSO/CR letter No. SFT/I/RB-Drive/2024 dated 04.04.2024.

With reference to above letters (copy enclosed), a week-long Safety Drive is being launched on the division from 08.04.2024 to 14.04.2024 involving Officers and Supervisors (Divisional and Headquarters) of Electrical, Mechanical, S&T, Engineering, Operating and Safety departments.

Comprehensive checklist is enclosed herewith for ready reference. All officers and supervisors associated with safety drive are advised to check aspects during the safety drive as per the check list (Annexure-I) provided and data to be filled up in the Google sheet immediately after completion of inspections.

Deficiencies/irregularities noticed by the inspecting officials of Division/HQ during drive, need be complied by the division.

Google link:

<https://docs.google.com/spreadsheets/d/1I0aqZfvTDn90xM20u0VUNyNS9YagqdTgJtlh908ZTfl/edit?usp=sharing>

संलग्नक: यथोक्त.

विजय पाण्डेय
(विजय कुमार पाण्डेय) 05.04.24

वरिष्ठ मंडल संरक्षा अधिकारी, नागपुर

प्रतिलिपि: मंडल रेल प्रबंधक/अपर मंडल रेल प्रबंधक (Admin) एवं (Tech) नागपुर को सूचनाार्थ प्रस्तुत.

CR - RB's Safety Drive April' 2024. Ref:- RB L No. 2024/Safety-I/3/4 Dt 03.04.24 Period- 08.04.24 to 14.04.24 Annexure I Check list-			
SN			
A	Electrical		
I	TRD		
	Drive for OHE structure such as Check rail level, Tilting of masts, Condition of embankment with respect to stability of masts, Condition of location number plates, etc.		
1	Whether Check rail level marking is done on OHE structure?		
2	Whether variation in Check rail level is within permissible limit? If no, then action taken? (Variation above 20 mm in rail level should be notified to the PWI for correction)		
3	Whether OHE mast is tilted? If yes, then action taken?		
4	Whether condition of embankment of OHE structure is in good?		
5	Whether condition of location number plate provided on OHE mast is good?		
II	Crew - Crew competency, Breath Analyser Machine in working order or not and CMS integration with BA, Spare BA availability.		
1	Whether crew is having competency certificate?		
2	Whether Breathalyzer Machine in Working order or not?		
3	Whether CMS is integration with Breathalyzer(BA)?		
4	Whether Spare BA Machine is available or not?		
5	Whether BA Machine is due for calibration?		
III	Locomotive: Under carriage drive such as adequate level of suspension bearing oil and its filling cap, Cardium compound in gear case and its cover, felt wick carrier screw and its sealing and mounting brackets and strength of under frame equipment.		
1	Whether adequate level of suspension bearing oil and its filling cap is maintained?		
2	Whether Cardium compound in gear case and its cover is available?		
3	Check whether sealing, mounting brackets and strength of under frame equipment are intact or not?		
IV	SPAD Drive: Drive to prevent SPAD cases.		
1	Whether LP is conductive Brake feel and Brake power test at first opportunity?		
2	Whether LP and ALP are calling out of signals loudly and clearly with hand gesture?		
3	Whether before terminating LP/ALP started packing their bags?		
4	Whether ALP is holding the RS valve while passing the signal at yellow?		
5	Ambush check of running staff to check the use of mobile phone while on run.		
6	Whether footplating of full beat by nominated LI is being done?		
7	Whether crew are having updated road learning knowledge?		
8	Whether LP/ALP are acquainted with yard layout?		
9	Whether LP/ALP are having adequate rest before Sign/ON?		

10	Whether LPs driving technique analysed by SPM chart analysis? If yes, then any action recommended?		
11	Whether CVVRS is provided in loco? If yes, then abnormalities recorded in CVVRS?		
12	Whether family of LP/ALP counselled in last one year?		
13	Whether genuine grievances of crew are addressed promptly?		
14	Whether FogPASS is available with crew?		
15	Whether available FogPASS has been turned on or not?		
16	Whether new signals erected due to 3rd line etc. work have been added in LP/ALP booklet?		
17	Whether the crew passed the auto signal at ON and attained speed more than 15 kmph upto next signal or short of obstruction?		
18	Whether crew is following proper procedure for passing Automatic signal at ON position? If not- action taken.		
B	Mechanical		
I	Freight and ROH Depot		
1	Whether Fitment of side frame key in wagons are intact?		
2	Whether Fitment of shackle lock, Pivot pin washer in wagons are intact?		
3	Whether any rejectable defect observed in CBC or not ?		
4	Whether CBC knuckle, lock lifter assembly, Knuckle pin fitted with APD, Anti rotation lug, coupler head are properly maintained and intact?.		
5	Whether condition of CBC operating handle are good ? (Bend/ wear of bolts/ corrosion in bracket/ grew in bracket)		
6	Whether all the CBC gauges for wear measurement available ?		
7	Whether all the CBC gauges are calibrated and record available ?		
II	Coaching		
8	Whether any rejectable defect observed in CBC or not ?		
9	Whether CBC knuckle, lock lifter assembly, Knuckle pin fitted with APD, Anti rotation lug, coupler head are properly maintained and intact?.		
10	Whether condition of CBC operating handle are good ? (Bend/ wear of bolts/ corrosion in bracket/ grew in bracket)		
11	Whether all the CBC gauges for wear measurement available ?		
12	Whether all the CBC gauges are calibrated and record available ?		
13	Whether Shims height used as per drawing/ Manual or not ?		
14	Whether buffer height difference after attaching loco in train between coach and locomotive are within limit or not ?		
III	Workshop		
1	Maintenance of Draft gear workshops		
1a	External damage		
1b	Seating in pocket		
1c	Condition of buff plate and application of grease		
1d	Pre-load value recording		
1e	Condition of spring column		
2	Audit of workshop -Wheel disk pressing process		

3	Audit of workshop -Roller Bearing maintenance		
C	S&T		
1	Whether data logger is working or not?		
2	Whether data logger is networked or not?		
3	Whether datalogger PC Is working or not?		
4	Whether datalogger is used to check exception report by ESM or not?		
5	Whether datalogger is having relay room door contact wired in or not?		
6	Whether all relay contacts have been wired in data logger or not?		
7	Number of identified track circuits having rusty rail.		
8a	Whether the DC track circuit with rusty rail is working satisfactory or not ?		
8b	If not then whether instructions for physical verification of occupancy of track before initiating any movement on that track circuit is available at the station or not?		
D	Operating		
1	Whether train/load/vehicles are being stabled & secured at station as per SR 5.23-1?		
2	Whether train/load/vehicles are being secured at yard as per SR 5.23-2?		
3	Whether Locomotives are being stable and secured as per SR 4.61-2?		
4	Whether steel coils are loaded and secured as laid down guidelines?		
5	Whether loading of bagged commodities done as per RDSO diagram?		
E	Engineering		
I	Preparation of Hot Weather Precautions ensuring the zero missing fitting, completeness of ballast profile including De-stressing of LWRs.		
1a	How much overdue de-stressing in the section of LWR/CWR on 01.04.2024 in KM		
1b	How much de-stressing Completed up to 15.04.2024 in KM		
1c	TDC for balance de-stressing work		
2a	How many kilometers deep screening by BCM is planned in section ?		
2b	How many kilometers pre de-stressing is done before BCM work ?		
2c	How many kilometers pre de-stressing is balance? and TDC		
3a	How many vulnerable location in the section of SSE P-way depot wise identified?		
3b	How much quantity of ballast stacked near vulnerable location (in cubic meter)		
3c	How many vulnerable location balance for stacking of ballast?		
3d	Whether ballast qty stacked at vulnerable location is adequate?		
4a	How many nos. of LWR/CWR In the section of SSE P-way depot.		
4b	How many section of LWR/CWR, hot weather patrolling is started in SSE P-way depot.		
5	Whether all PWI/Mate/Keyman/Patrolman/Trackman have been counseled about hot whether working?		
6	How many SSE P-way depot having rail temperature record?		

7a	How many gangs are inspected in the depot.		
7b	How many gangs having rail thermometer in working condition.		
8	Whether zero missing fitting (ZMF) is ensured in LWR/CWR section?		
9	Whether the behavior of LWR/CWR is satisfactory?		
10	Whether inspection of LWR/CWR before hot weather has been done by the SSE P.Way/JE. P.Way ?		
II	Bridge & FOB		
1	Steel bridge		
1a	Whether any corrosion has been observed in bridge ?		
1b	Whether condition of painting is satisfactory?		
2	Concrete Bridge		
2a	Whether any cracks has been observed in bridge ?		
2b	Whether any corroded reinforcement has been observed in bridge ?		
3	FOB		
3a	Whether condition of FOB is satisfactory or not ?		



CENTRAL RAILWAY

प्रधान मुख्य संरक्षा अधिकारी का कार्यालय
छत्रपती शिवाजी महाराज टर्मिनस,
पिन- 400001, फोन नं - 55590



मध्य रेल



Office of the Principal Chief Safety Officer
Chhatrapati Shivaji Maharaj Terminus
Mumbai 400001, Phone No :55590

No. SFT//RB-Drive/ 2024

Date: 04.04.2024

PCEE, PCME, PCSTE, PCOM, PCE.

All DRMs.

Sub:- RB's Week long Safety Drive- April' 2024.

Ref:- RB letter No. 2024/Safety-I/3/4 dated 03.04.2024.

Railway Board, vide above referred letter has advised to launch week long safety drive for the month of April 2024, accordingly safety drive from 08.04.2024 to 14.04.2024 involving officers and Supervisors (Divisional and Headquarters) of Electrical, Mechanical, S&T, Engineering and Operating department is being launched.

Comprehensive checklist is enclosed herewith for ready reference. All officers and supervisors associated with safety drive may be advised to check aspects during the safety drive as per the check list (**Annexure- I**) provided and data to be filled up in the Google sheet **immediately** after completion of inspections.

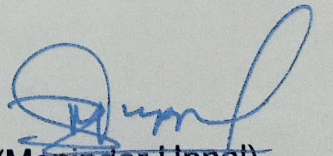
During drive, divisions to comply with the deficiencies.

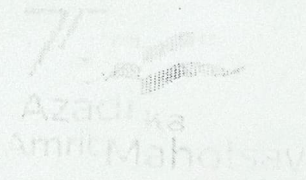
After completion of the drive on 14.04.2024, HQ/Divisions to send the Action taken report in the form as per **Annexure- II** attached in Google sheet by 15.04.2024.

Google link.

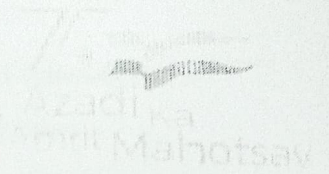
<https://docs.google.com/spreadsheets/d/110aqZfvTDn90xM20u0VUNyNS9YagqdTgJtlh908ZTfl/edit?usp=sharing>

Encls: As above.


(Maninder Uppal)
PCSO/CR



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



क्र.2024/Safety-I/3/4

नई दिल्ली, दिनांक: 03.04.2024

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

विषय: अप्रैल '24 माह के लिए सप्ताह भर चलने वाला सुरक्षा अभियान।

A Safety Drive for one week starting from 08.04.2024 should be launched with special emphasis to be given to the following aspects:

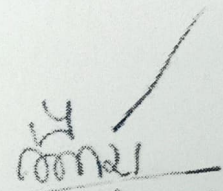
ELECTRICAL	<p>TRD: Drive for OHE structure such as Check rail level, Tilting of masts, Condition of embankments with respect to stability of masts, Condition of location number plate, etc.</p> <p>CREW: Crew Competency, Breath Analyzer Machine in Working order or not and CMS integration with BA, Spare BA availability.</p> <p>LOCOMOTIVES: Under carriage drive such as adequate level of suspension bearing oil and its filling cap, Cardium compound in gear case and its cover, felt wick carrier screw and its sealing and mounting brackets and strength of under frame equipments.</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.
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ELECTRICAL

- 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
- 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.

ELECTRICAL	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • To check and ensure fitment of side frame key, shackle lock, Pivot pin washer in wagons. • To ensure checking of CBC including APMs, Knuckle, lock lifter assembly, Knuckle pin, Anti rotation lug, Coupler heads, etc. Also checking of coaching couplers for the relevant items and in addition shim heights etc. Condition of operating handle, including bends, wear of bolts, corrosion in brackets, groove in bore of bracket etc. Condition of supporting device and its springs. Check all the gauges for wear measurement in CBC along with calibration records of these gauges for concurrency. • Check Side buffers in locomotives and coaches for height, drooping and cracks in the casting, completeness of bolts securing them with the rolling stock. • Maintenance of draft gear in workshops including loose bolts, external damage, seating in pocket, condition of buff plate and application of grease, pre-load value, condition of spring column • Audit of workshops, e.g. wheel disk pressing process, Roller Bearing maintenance, etc.
S&T	<ul style="list-style-type: none"> • To check & ensure working of Data logger & its networking with Central System at Divisional HQ • Check to ensure proper working of DC Track Circuits in Rusty Rail Area.
OPERATING	<ul style="list-style-type: none"> • Ensure that securing of vehicles in the running line/yard is being done as per extant rules • Process of loading of steel coils to be audited. • Loading of bagged commodity as per RDSO diagram. • Drive on stabling of rolling stock in yards
ENGINEERING	<ul style="list-style-type: none"> • Preparation of Hot Weather Precautions ensuring zero missing fitting, completeness of ballast profile including De-stressing of LWRS • Bridges/FOB: , Condition of corrosion and painting of Steel Bridges and corrosion of reinforcement / cracks in Concrete Bridges, Inspection for maintenance/ condition of Foot Over Bridges

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 **19.04.2024**. 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.


3/4/2024
(Ashok Kumar Nakra)

अशोक कुमार नाकरा

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कार्यकारी निदेशक/ई.ई./संरक्षा

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