

## संरक्षा अभियान 2023-24/17

मध्य रेल



मंडल रेल प्रबंधक कार्यालय,  
संरक्षा विभाग, नागपुर.

दिनांक: 06.01.2024

संख्या:NGP/SFT.101.Z/SD/RB/2023-24/17

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 Jan'24.

संदर्भ: 1. RB's letter No. 2024/Safety-I/3/1 Dt 02.01.24.  
2. PCSO/CR letter No. SFT//RB-Drive/2023 dated 02.01.2024.

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With reference to above letters (copy enclosed), a week-long Safety Drive is being launched on the division from 08.01.2024 to 14.01.2024 involving Officers and Supervisors (Divisional and Headquarters) of Electrical, Mechanical, S&T, Engineering, Operating and Safety departments.

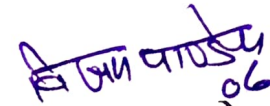
Comprehensive checklist is enclosed herewith for ready reference. All officers and supervisors associated with safety drive are advised to check aspects during the safety drive as per the check list (Annexure-I) provided and data to be filled up in the Google sheet immediately after completion of inspections.

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/1Rr2NSOy2sdxoZWQDsaY-eg6Ez-Hjdwvj0e0k2cScT-Y/edit?usp=sharing>

संलग्नक: यथोक्त.

  
06.01.24  
(विजय कुमार पाण्डेय)

वरिष्ठ मंडल संरक्षा अधिकारी, नागपुर

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

SN	CR - RB's Safety Drive Jan' 2023. Ref: - RB L No. 2023/Safety-I/3/17 Dt 06.01.24 Period- 08.01.24 to 14.01.24 Annexure I Check list-	Yes/No
A	<b>Electrical</b>	
I	<b>TRD</b>	
	<b>Turnout and crossovers such as check of stagger of both the OHEs at turnout, main line OHE overlap type turnout is about 50 mm below that of the turnout OHE etc.</b>	
1	Check the stagger of Main line contact wire at Obligatory structure. Standard value should be +/- 200mm. Whether it is OK?	
2	Check the stagger of Turnout contact wire at Obligatory structure. Standard value should be +/- 300mm. Whether it is OK?	
3	Check the stagger of section insulator at turnout/crossover. Standard value should be +/- 100 mm. Whether it is OK?	
4	Check the height of Main line contact wire and Turnout contact wire in overlapping zone. Main line contact wire should be at least 50 mm below the turnout contact wire. Whether it is OK?	
5	Check the sag of section insulator of Turnout/Cross over. Standard value should be Zero. Whether it is OK?	
6	Whether OHE Turnout and crossover have been checked/inspected annually? If no, then how many OHE Turnout and cross overs are overdue for inspection?	
7	Whether proper records of Turnout/cross over are maintained at OHE depot?	
8	Any other abnormalities noticed during inspection	
II	<b>Crew</b>	
	<b>Brake feel test, RS Valve handle, repeating of signal, proper and adequate rest at HQ and outstation.</b>	
1	Whether Brake feel test is done by each fresh crew just after starting the train?	
2	Whether the Brake feel test is done before attaining the speed of 15 kmph?	
3	On passing yellow signal Whether ALP is holding the RS valve, to operate to stop before the next signal in case it is 'ON'?	
4	Whether calling out of signals is being done loudly and clearly with hand gesture by LP and ALP?	
5	Whether mobile phones of LP and ALP are switched off while on run?	
6	Whether crew has availed proper rest at HQ and outstation?	
7	Any other abnormalities noticed during inspection.	
III	<b>Traction</b>	
I	<b>Under frame equipment mounting bracket safety.</b>	
1	Whether any hanging wires or loose ends of wires noticed in coaches, power cars and pantry cars ? All such wires should be attended.	
2	Check whether sanders are intact?	
3	Check for under frame equipment mounting bracket are intact or not.	
4	Any other abnormalities noticed during inspection	
B	<b>Mechanical</b>	
I	<b>Coaching Depot – Fire prevention and safety measures in coaches</b>	
1	Whether any hanging wires or loose ends of wires noticed in coaches, power cars and pantry cars ? All such wires should be attended.	
2	Whether any electric protection/fuse is by-passed or any elect panel is in open condition?	

3	Check for insertion of cigarette butts, Bidi butts, Gutkha wrappers etc. in fan fuse distribution board, roof openings and ventilators etc.	
4	Whether fire detection and suppression (FDSS) system available in working condition in-	
4a	Power car	
4b	Pantry car	
5	Whether smoke detection (FSDS) system if available in AC coaches are in working condition?	
6	Whether portable fire extinguisher available in coaches as per norms	
6a	AC Coach	
6b	Non-AC coach	
6c	Pantry car	
6d	Power car	
7	Whether available portable fire extinguisher is within expiry date in all coaches?	
8	Any other abnormalities noticed during inspection	
<b>II</b>	<b>Workshop (Coach &amp; Freight) -- Audit of Spring section</b>	
9	Whether cleaning of springs being done properly in w/shop?	
10	Whether grouping of springs with color code is being done in work shop properly	
11	Whether stacking of spring is being done properly?	
12	Whether transportation and handling of spring is being done properly?	
13	Whether spring load testing machine is calibrated?	
14	Whether gauges being used are calibrated?	
15	Any other abnormalities noticed during inspection.	
<b>C</b>	<b>S&amp;T</b>	
1	<b>Number of LC gate---</b>	
1a	Whether concerned signal can be taken off when gate is closed?	
1b	Whether gate can be opened after concerned signal is taken off?	
2	<b>FOR SLIDING BOOM</b>	
2a	Whether concerned signal can be taken off without closing the sliding boom?	
2b	Whether sliding boom can be opened after concerned signal is taken off?	
3	Any other abnormalities noticed during inspection	
<b>D</b>	<b>Operating</b>	
1	Whether air pressure gauges (BP & FP) of approved size with quick couplers available with goods Guard.	
2	Whether air pressure gauges (BP & FP) of approved size are available in SLR.	
3	Whether BP & FP gauges are functioning properly.	
4	Whether BP & FP gauges are calibrated periodically.	
5	Whether local make Tail Lamp used by Guard, if yes, what DAR action has been taken against the Guard.	
6	Whether the trains running without Guard having RDSO approved Tail Lamp or not.	
7	Whether following brake van equipment are available in the Brake van	
7a	Stretcher.	
7b	Wooden wedges.	
7c	EFT/PFT.	
7d	<b>ETL box.</b>	
7e	Fire extinguisher.	
7f	<b>Rope ladder.</b>	
8	Any other abnormalities noticed during inspection	

<b>E</b>	<b>Engineering</b>	
I	<b>Lubrication of joint, gaps, survey and adjustments.</b>	
1	Whether lubrication of joints has been started as per para 619 of IRPWM 2020?	
2	Whether creep in excess of 150mm has been adjusted before the work of lubrication of rail joints is undertaken?	
3	Whether the date of lubrication of joints is entered in TMS or not?	
4	Whether the nut, bolts and fishplate are in good condition and intact?	
5	Whether the champhering of hole has been done or not?	
6	Whether the gap survey has been started as per para 320 of IRPWM 2020?	
6a	Whether the average gap is within the recommended range, but some of the individual gaps fall outside the range?	
6b	Whether the average gap falls outside the recommended range?	
6c	Whether the average gap as well individual gaps fall within the range?	
7	Whether the gap adjustment of joint has been done or not?	
8	Whether any broken sleeper, broken fishplate pumping joint, Battering of rail observed during of lubrication of joints?	
9	Any other abnormalities noticed during inspection	
II	<b>Audit of UST process</b>	
1	Whether the calibration of UST machine is done before the start of the work?	
2	Whether recording/uploading of scanned images and their analysis, has been done after UST work completed?	
3	Whether the sample checks by officers has been done during UST process?	
4	Any other abnormalities noticed during inspection	



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



No.2024/Safety-I/3/1

New Delhi, Dated: 02.01.2024

The General Managers,  
All Zonal Railways &  
Managing Directors, KRCL and DFCCIL.

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

A Safety Drive for one week starting from 08.01.2024 should be launched with special emphasis to be given to the following aspects:

ELECTRICAL	TRD: drive for Turn out and cross overs such as Check stagger of both the OHEs at turnout, main line OHE of overlap type turnout is about 50mm below that of the turnout OHE etc. CREW: drive for brake feel test , RS valve handle, repeating of signal Proper and adequate rest at HQ and outstation TRACTION: Drive for under frame equipment mounting bracket safety.
MECHANICAL	Drive on fire protection measures in coaches including working of fire detection system in AC coaches, fire detection and suppression systems in Pantry Cars and Power Cars Availability, condition and cross-check of schedule overdue of portable fire extinguishers provided in coaches. Process audit of spring section in workshop
S&T	To check and ensure the effectiveness of interlocking of LC Gates, effectiveness of Sliding Booms.
OPERATING	Guards should be having proper pressure gauge <ul style="list-style-type: none"><li>• Air Pressure gauge of approved size with quick coupler</li><li>• Proper functioning of pressure gauge</li><li>• <b>Tail lamp provided to Train Managers to be as per RDSO specifications</b></li></ul>

2/1/24

	<ul style="list-style-type: none"> <li>• Availability of prescribed equipment in Brake van e.g. Stretcher, FEs, Wooden wedges, Rope ladders etc.</li> </ul>
ENGINEERING	<p>Lubrication of joints, gaps, survey and adjustments</p> <p>Audit of UST process to include calibration, recording/ uploading of scanned images and their analysis, sample checks by officers etc.</p>

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 should 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 **19.01.2024**. 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](mailto:edeesafety@gmail.com) and [safetyimp46@gmail.com](mailto:safetyimp46@gmail.com).

*(Handwritten signature)*  
21/1/24

**(Ashok Kumar Nakra)**

अशोक कुमार नाकरा

Executive Director/EE/Safety

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