

संरक्षा अभियान 2023-24/14

मध्य रेल



मंडल रेल प्रबंधक कार्यालय,
संरक्षा विभाग, नागपुर.

संख्या:NGP/SFT.101.Z/SD/RB/2023-24/14

दिनांक:10.11.2023

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
November'23(Revised).

संदर्भ: 1. RB's letter No. 2023/Safety-I/3/11 dated 06.11.2023.
2. PCSO/CR letter No. SFT//RB-Drive/2023 dated 08.11.2023.

With reference to above letters (copy enclosed), a week-long Safety Drive is being launched on the division from 15.11.2023 to 21.11.2023 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/1_fboRkmCeJoV45a03yXJgftqKQiEV2uxbK7fTbLsyPs/edit?usp=sharing

संलग्नक: यथोक्त.

विजय पाण्डेय
10.11.23

(विजय कुमार पाण्डेय)

वरिष्ठ मंडल संरक्षा अधिकारी, नागपुर

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

SN	RB's Safety Drive Oct 2023. Ref:- RB L No. 2023/safety-I/3/9 Dt 27.09.23 Period- 09.10.23 to 15.10.23	Yes/No
A	Electrical	
I	TRD	
1	Whether the section insulators are chipped or cracked?	
2	Whether dust and dirt are accumulated on insulators?	
3	Whether the runners of section insulators are having flashover mark?	
4	Whether insulators have been checked/cleaned in last year. If no, then how many insulators are overdue for inspection?	
II	CREW	
5	Whether nominated LI's are foot plating with LPs for complete beat of crew?	
6	Whether driving technique of LP is good?	
7	Whether SPM analysis as per SUR model is being done or not?	
a	How many crews detected for poor controlling?	
b	How many crews detected for over speeding?	
c	How many crews detected for sudden application of brake?	
d	How many crews detected for Brake power test/ Brake feel test not done?	
e	Whether all above crew counselled by LI or not?	
8	Number of crew counselled during the drive on precaution to be taken during foggy weather?	
III	TRACTION	
9	Whether condition of Pantograph is good?	
10	Whether Pantograph is moving smoothly? If no, check whether re-greasing of Pantograph servomotor is done?	
11	Whether heaters/blowers in both cabs are working condition?	
12	Whether cab main doors are in good condition with air tightness?	
13	Whether window shutters and sealing of ventilator covers are in good condition?	
14	Whether proper level of oil is maintained in TFP, Grand Traction Converter etc?	
15	Whether Silica gel for Transformer, tap changer and Traction Converter are in good condition?	
16	Whether Air dryer in working condition?	
17	Whether Air Dryer is in isolated condition?	
B	Mechanical	
I	Audit of welding facilities In W/shop, Coaching depot, Freight examination Depot & ROH Depot	
1	Whether all welding equipment are available or not?	
2	Whether condition of welding cable is good or not?	
3	Whether earthing procedure is following correctly?	
4	During welding, whether earth is taken from rail?	
5	Whether electrode pre-cooling and storage facility is available?	
6	Whether welder using personal safety gears while working?	
7	Whether welders are not overdue for refresher course?	
8	Whether welders having competency certificate?	
a	Railway welder	
b	Contractor (Outsourced welder)	
9	Whether all welders are capable/ trained for ms/ss sheet cutting?	
a	Gas Cutting	
b	Plasma cutting	
10	Whether Storage of gas cylinders is being done properly to avoid fire incidence?	
II	Electrical Coaching	
1	Whether proper temperature is being maintained in AC coaches?	
2	Whether AC system is operated in manual mode?	
3	Whether any fuse/MCB is bypassed by using wire?	
4	Whether there is earth leakage in coaches?	

5	Whether all HOG equipments are working properly in HOG trains?	
6	Whether all AC Mechanic staff are conversant with the operation and maintenance of AC units?	
C	S&T	
1	Proper Sealing	
a	Whether proper sealing done to control panel?	
b	Whether proper sealing done to block instrument?	
c	Whether proper sealing done to HKT box?	
d	Whether proper sealing done to crank handle box	
2	Checking visibility of signal.	
a	Whether all stop signals are having minimum visibility of 200mts?	
b	Whether all distant signals, inner distant signals are having minimum visibility of 400 mts?	
3	Ensuring uninterrupted Power supply	
a	Whether uninterrupted power supply to signal equipment is ensured by proper switching in CLS panel auto charger over/ LT panel	
b	Whether uninterrupted power supply to signal equipment is ensured by proper working of DG set whenever provided?	
4	Whether luminous paints/strips provided at signal sighting boards are effective?	
5	Whether proper luminous strips are provided on distant signals?	
6	Whether yellow luminous strips are provided of LC gates and are properly visible?	
7	Whether alternate yellow and black paintings is provided on LC gate booms?	
8	Provision of stop board on sliding boom	
a	Whether stop boards are provided on sliding booms?	
b	Whether these stop boards on sliding booms are having retro reflective strips?	
D	Operating	
1	Whether VTO is available at the station as per SWR?	
2	Whether fog signal post (FSP) is available wherever necessary.	
3	Whether the staff is trained as Fog Signal man at station and they are well acquainted with their duties	
4	Whether adequate number of detonators are available at station.	
5	Whether reliable Fog Safe Device in working condition is available in the locomotive.	
6	Observance of speed limits by LP during foggy weather? If fog is seen and fog safe device is not available. then maximum speed.	
a	Absolute block system- 60kmph	
b	Automatic block system-Green- 60kmph	
c	Automatic block system- Double yellow - 30kmph	
7	Whether LP whistle frequently to warn Gateman	
8	Whether adequate number of detonators are available with guard	
9	Whether lime marking at double distant is provided or not?	
10	Whether lime marking at signal sighting board is provided or not?	
11	Whether RDSO approved design tail lamp is placed properly on the last vehicle?	
12	Whether all sighting boards whistle boards are having adequate visibility?	
E	Engineering	
1	Intensive check of cold weather patrolling:	
1	whether cold weather patrolling is done in section?	
2	weather knowledge of patrol man is satisfactory?	
3	Whether safety equipments are adequate?	
4	Whether GPS tracker is provided to the Patrolman?	
5	whether Patrol book is provided to the Patrol man?	
6	Whether De-stressing of LWR is done, where ever is required?	
7	Whether ensured zero arrear of USFD of rail and welds?	
8	Whether missing fittings are recouped in LWR/CWR in the section?	
9	Whether close watch on rail temperature and cold weather patrolling is introduced as per provisions?	

10	Whether inspection of LWR/CWR and SEJ are done as per schedule?	
11	Whether examination and Lubrication of rail joints is done as per schedule?	
12	Whether Ballast is satisfactory in LWR /CWR?	



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/ 2023

Date: 08.11.2023

PCEE, PCME, PCSTE, PCOM, PCE
All DRMs.

Sub:- RB's Week long Safety Drive- November 2023. (Revised)
Ref:- RB letter No. 2023/Safety-I/3/11 dated 06.11.2023.

Railway Board, vide above referred letter has advised to launch week long safety drive for the month of November 2023, accordingly safety drive from 15.11.2023 to 21.11.2023 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 21.11.2023, HQ/Divisions to send the Action taken report in the form as per **Annexure- II** attached in Google sheet by 22.11.2023.

Google link.

<https://docs.google.com/spreadsheets/d/1fboRkmCeJoV4-5aO3yXJgftqKQiEV2uxbK7fTbLsyPs/edit?usp=sharing>

Encls: As above.


(Maninder Uppal)
PCSO/CR



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



No.2023/Safety-I/3/11

New Delhi, Dated: 06.11.2023

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

Sub: Week-Long Safety Drive for the month of Nov'23. (Revised)

A SAFETY DRIVE FOR ONE WEEK NOW STARTING FROM 15.11.2023 SHOULD BE LAUNCHED WITH SPECIAL EMPHASIS TO BE GIVEN TO THE FOLLOWING ASPECTS:

ELECTRICAL	<p>TRD: Drive for section insulators such as Badly chipped or slightly cracked, dust and dirt accumulated on insulators, Flash-marks on runners etc.</p> <p>CREW: Speed monitoring device chart analysis. Counsel running staff regarding working of trains during poor visibility condition like foggy weather etc.</p> <p>TRACTION: Drive for winter such as Re-greasing of pantograph servomotor to avoid jamming, Working of heaters/blowers in both cabs, Air tightness of cab main doors, window shutters and sealing of ventilator covers and Proper level of oil to be maintained in TFP, Grand Traction Converter etc. Silica gel for Transformer, Tap changer and Traction Converter must be in good condition. Air dryer must be in working order and isolation should not be permitted.</p>
MECHANICAL	<ul style="list-style-type: none">• Audit of welding facilities and practices in workshops and maintenance units• Proper temperature regulation of AC coaches.• To ensure heater is never operated on manual mode• Use of proper rating fuses, MCBs/ MPCBs.

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	<ul style="list-style-type: none"> • To ensure there is no earth leakage in coaches. • To ensure proper working of HOG equipment in HOG compliant trains. • To train all staff including escorting staff for proper maintenance/ operation of AC units
S&T	<ul style="list-style-type: none"> • To check and ensure whether proper sealing being done of Control Panel, Block Instruments, HKT box, CH box etc. • Checking visibility of Signals • Testing of Modified Automatic Signaling System jointly with Optg. Deptt. • Ensuring uninterrupted power supply to signal equipment in the field – including maintenance of DG Sets • Luminous paints/ strips at Signal Sighting Boards to be checked for effectiveness • Highlighter grade luminous strips to be provided at Distant Signals • Yellow luminous strips should be ensured on interlocked L.C. gate booms for proper visibility. • Alternative yellow and black painting of LC gate booms to be ensured. • Provision of stop board with retro-reflective tape on sliding boom should also be ensured.
OPERATING	<ul style="list-style-type: none"> • Observing precautions during foggy weather • Availability of Fog Safety Device in working condition in Loco • Adequate availability of detonators with the Guard • Availability of Visibility Test Object (VTO) • Observance of speed limits by Loco Pilot during Foggy weather. • Rationalization of movements in Coaching yards to reduce pressure on congested areas. • Review of Crew changing points in order to optimize availability of Crew. • Visibility Test Object (VTO) to be checked. • Supply of detonators, Lime marking across the track at the Sighting Board etc
ENGINEERING	<ul style="list-style-type: none"> • Intensive check of Cold weather patrolling: knowledge of patrolmen, adequacy of safety equipment, Provision of GPS to patrolmen, availability of patrol book etc. • De-stressing of LWR wherever required • Ensuring zero arrear of USFD of rails and welds

3 crew

- Recouplement of missing fitting in LWR/CWR
- Close watch on rail temperature and Introduction of cold weather patrolling
- Inspection of LWRs/CWRs & SEJs
- Examination & lubrications of rail joints

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 ANALYSE DATA TO IDENTIFY SYSTEMIC DEFICIENCIES. THE RESULTS OF THE DRIVE, BRINGING OUT SYSTEMIC DEFICIENCY AND ACTION TAKEN/PLANNED TO BE TAKEN WITH TIMELINE SHOULD BE SENT TO THE BOARD BY 27.11.2023 APART FROM SENDING HARD COPY, THE REPORT SHOULD INVARIABLY BE UPLOADED ON SMDMS BOTH IN PDF AND MS WORD DOCUMENT AND MAY ALSO BE EMAILED AT edeesafety@gmail.com and safetyimp46@gmail.com.

31/11/23
06/11/23
(Utkarsh)
उत्कर्ष

Executive Director/ME/Safety
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