

संरक्षा अभियान 2023-24/11

मध्य रेल



मंडल रेल प्रबंधक कार्यालय,
संरक्षा विभाग, नागपुर.

संख्या:NGP/SFT.101.Z/SD/RB/2023-24/11

दिनांक: 08.09.2023

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

विषय: Railway Board's Week long Safety Drive Sep' 23.

संदर्भ: 1. RB letter No. 2023/Safety-I/3/9 dated 07.09.2023.

2. PCSO/CR letter No.SFT//RB-Drive-23 dated 08.09.2023.

With reference to above (copy enclosed), a week-long Safety Drive is being launched on the division from 11.09.2023 to 17.09.2023, to give special emphasis on the aspect given in annexure 'A' enclosed here with.

The Officers and Supervisors of Electrical, Mechanical, S&T, Operating, Commercial, Engineering, RPF and Safety department should be involved in this special safety drive.

Suitable follow up action should be taken on all deficiencies and irregularities noticed during the drive.

Details of drive activities conducted on earlier day to be submitted through Google Form before 08:00 hours on next day of activity without fail, to enable this office to monitor the results of the drive on daily basis and to submit feedback to HQ by 11:00 hrs daily. Link of Google Form is <https://forms.gle/1ysEbQbFLTvwhQsYA> will be shared in NGP CR Officers Group.

संलग्नक: यथोक्त.

विजय पांडेय
08.09.23
(विजय कुमार पाण्डेय)

वरिष्ठ मंडल संरक्षा अधिकारी, नागपुर

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

Annexure "A"

S N	Descriptions
A	ELECTRICAL
	TRD:
	1. Whether the suspension tube is rusted/damaged?
	2. Whether the bracket tube is rusted/damaged?
	3. Whether the register tube is rusted/damaged?
	4. Whether the cantilever assembly fittings are rusted/damaged?
	5. Whether the height of contact and catenary wire is correctly maintained?
	6. Whether the stagger of contact and catenary wire on straight line and curvature is within the limit?
	CREW- Running room drive
	7. Whether the discrepancies noted by crews are being registered in the lobby?
	8. No. of deficiencies noticed by crews are pending for compliance. (In numbers)
	9. Whether after compliance, SMS is sent to the concerned crew?
10. For period 01.08.23 to 31.08.23, no. of deficiencies registered by crews in lobby. (In numbers)	
Electric(Traction):	
11. Whether the ESMON provided is in working condition?	
12. Whether the loco inspectors are trained to extract and evaluate the data from internal memory of ESMON?	
B	Wagon
MECH	I. Total No of wagon checked -
	1. No of Side frame Key missing in casnub trolley
	2. No of shackle lock missing in casnub trolley
	3. No of Centre pivot pin washer missing in casnub trolley
	4. No. of wagon having anti pilferage device to knuckle pin Missing- CBC
	5. No. of wagon having Knuckle Pin missing/broken- CBC
	6. Condition of lock lift assembly of CBC
	7. Condition of anti-rotational lug worn missing- CBC
	8. Condition coupler head.
	9. CBC gauges available with calibration date
	II. COACHING
	No of coaches checked
	10. Check for Shim Heights in coaching coupler
11. Check for Optg handle including bends, wear of bolts, corrosion in bracket groove in bore of bracket, supporting device including spring	
12. Check for Side buffer drooping, condition of bolts, cracks in casting	
13. CBC gauges available with calibration date	
III. Workshop	
No of wagon checked -	
14. Maintenance of draft gear in workshop including loose bolts external damage, seating pocket, condition of buff plate and application of grease, pre-load value Condition of springs	
C	SIGNAL & TELECOMM
S&T	1. Whether all axle counters used for BPAC are working/functional?
	2. Whether resetting unit of BPAC axle counter is working?

S N	Descriptions
	3. Whether proper procedure is being followed by ASM/SM for resetting of BPAC after its failure ?
	4. Whether Obstruction test carried on all points ?
	5. Whether all points withstood obstruction test?
D	OPERATING:
OPTG	1. TSL-
	a. Whether rules during TSL are followed.
	b. Whether authority (TD/602) used in TSL filled properly
	c. Whether records are maintained properly
	2. Block instrument failed-
	a. Whether rules during BI failure are followed.
	b. Whether TA/1425/TB1425 are filled during block instrument failure.
	c. Whether DCM is issued.
	d. Whether authority is filled properly.
	e. Whether records are maintained properly
	3. All communication failed-
	a. Whether rules during ACF are followed.
	b. Whether authorities are filled properly.
	c. Whether records are maintained properly
	4. Sending assisting engine-
	a. Whether rules for sending assisting engine are followed.
	b. Whether authority (TA/602) is filled properly.
	c. Whether records are maintained properly
E	ENGINEERING:
ENGG.	1. Dated of Manufacturing & codal life of MACHINE
	2. Type of MACHINE 7 channel or 9 Channel
	3. Whether competency certificate is available or not
	4. Whether Calibration & Sensitivity is done or not as per manual
	5. Whether Last Calibration & Sensitivity of machine done on?
	6. Whether As per USFD manual inspection of ADEN/Sr. DEN done?
	7. USFD Test done by the A Scan or B Scan
	8. Whether Overdue USFD inspection
	a. Weld
	b. Rail
	c. Switch portion of T/Out
	d. SEJ
	9. Whether All defective Weld /rail or protected by the Joggled Fish plate or Not?
	10. Whether during Analysis of flaw after USFD inspection done or not By SSE USFD in office using B scan Machine
	11. Whether Sufficient staff for USFD testing is available or/not
	12. Whether During USFD testing staff is wearing the Retro reflective jackets ?
RPF	1. Intensive checks should be carried out on the unauthorized carriage by passengers of inflammable explosives materials, gas cylinders, crackers and other items not allowed also be carried out in FTR coaches and trains booked by private Parties.
Commercial	1. Intensive checks should be carried out on the unauthorized carriage by passengers of inflammable explosives materials, gas cylinders, crackers and other items not allowed also be carried out in FTR coaches and trains booked by private Parties.

S N	Descriptions
	2.It should be checked that only flameless cooking is carried out in pantry cars of trains subject to strict compliance of all fire safety related protocols.



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-23

Date: 08.09.2023

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

Sub: RB's Week long Safety Drive- September 2023.
Ref:-1. RB letter No. 2023/Safety-I/3/9 dated 29.08.2023.
2. RB letter No. 2023/Safety-I/3/9 dated 07.09.2023. (Revised)

Railway Board, vide above referred letter has advised to launch week long safety drive for the month of September 2023, accordingly safety drive from 11.09.2023 to 17.09.2023 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.

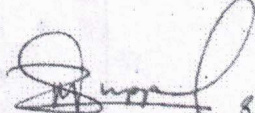
During drive, divisions to comply with the deficiencies.

After completion of the drive on 17.09.2023, HQ/Divisions to send the Action taken report in the form as per **Annexure- II** attached in Google sheet by 18.09.2023.

Google link.

https://docs.google.com/spreadsheets/d/1XriCpgQsAGFOs3CXF1-mg2Rze27_xfJfhJ96NdrasE/edit?usp=sharing

Encls: As above.


(Maninder Uppal) 8-9-23
PCSO/CR

No.2023/Safety-I/3/9

New Delhi, Dated: 7.09.2023

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

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

A SAFETY DRIVE FOR ONE WEEK STARTING 11.09.2023 SHOULD BE LAUNCHED WITH SPECIAL EMPHASIS TO BE GIVEN TO THE FOLLOWING ASPECTS:

ELECTRICAL	<p>TRD: drive for cantilever assembly such as Rusted/damaged fittings, tubes, Height and stagger of contact and catenary wire etc.</p> <p>CREW: Abnormalities pending in section and noted by crew drive</p> <p>TRACTION : ESMON working drive</p>
MECHANICAL	<ul style="list-style-type: none">• Fitment of side frame key, shackle lock, centre pivot washer in wagons• CBC including APMs, Knuckle, lock lifter assembly, knuckle pin, anti rotation lug, coupler heads etc• Shim heights in coaching couplers• Operating handle including bends, wear of bolts, corrosion in brackets, groove in bore of bracket, supporting device including springs• Gauges for checking of CBC including their calibration• Side buffers for drooping, condition of bolts, cracks in casting• 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.• Technical Audit of off POH coaches turned out from shed/workshop at officer level.
S&T	<ul style="list-style-type: none">• To check and ensure whether all axle counters used for BPAC working are functional, their resetting unit is also in working order and proper procedure is being followed by ASM/SM for resetting of BPAC after its failure• Obstruction test on all Points as per SEM

OPERATING	<ul style="list-style-type: none"> • Observance of Rules during abnormal working • Proper filling of paper line clear ticket/form • Proper message have been exchanged between Station Master and Loco Pilot / Guard • Proper filling of forms to operate the train during Total Failure of Communication (TFC)
ENGINEERING	Drive of checking of USFD Testing including ADEN/Sr DEN
RPF	<ul style="list-style-type: none"> • Intensive checks should be carried out on the unauthorized carriage by passengers of inflammable explosives materials, gas cylinders , crackers and other items not allowed to be carried out by them on Trains . these checks should also be carried out in FTR coaches and trains booked by private Parties
Commercial	<ul style="list-style-type: none"> • Intensive checks should be carried out on the unauthorized carriage by passengers of inflammable explosives materials, gas cylinders , crackers and other items not allowed to be carried out by them on Trains . these checks should also be carried out in FTR coaches and trains booked by private Parties • It should be checked that only flameless cooking is carried out in pantry cars of trains subject to strict compliance of all fire safety related protocols.

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 **22.09.2023** 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.

normal
7/9/2023
(Ashok Kumar Nakra)

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