

RED BULLETIN

No. ECR/Safety/Red Bulletin – JUNE, 24-25

Date: 05.07.2024

1. Major irregularities noticed during inspections: -

- (A) Sleepers & rail were found not properly stacked in KQR & BNF yard in DHN div. Proper stacking should be ensured to avert any untoward event.
- (B) At DURE station in DNR division, no fire extinguisher was available in Relay Room. Both AC were also defective. In view of recent incidence of fire in the relay room of GAYA / RRI, proper upkeep should be done of relay rooms.
- (C) At DES station in SEE division, proper entry was not made in Signal failure register before issuing paper authority. All failures should be entered in Register & failure Memo served before issuing any authority.
- (D) At LC 34/C/ T/ BGDS in SPJ division, HEXAGONAL BLOCKS fitted inside boom was found uneven. Proper setting of blocks should be ensured.

2. All Train Accident Analysis up to JUNE , 24- :- Division- wise position.

Type	DHN	DNR	DDU	SEE	SPJ	TOTAL
Collision	-	-	-	-	-	-
Derailement	01	01	01	-	-	03
L-Xing (Manned)	-	--	-	-	-	-
L-Xing (Un-Manned)	-	-	-	-	-	-
Fire in Trains	-	01	-	01	-	02
Misc.	-	01	-	-	-	01
I.SPAD	01	01	-	-	-	02
II. Breach of Block Rules	-	-	-	-	-	-
III. Averted Collision	-	-	-	-	-	-
Unusual	01	-	-	--	-	01
Total	03	04	01	01	-	09

All Accident during JUNE, 2024 - 03

3. Items requiring special attention in JULY, 2024

Operating

Observing monsoon precautions

- Coordination with Engineering Department for movement of materials at vulnerable locations.
- Informing Engineering Department officials about heavy rains, thunderstorms, etc. affecting the movement of trains.

Mechanical

Drive to ensure that all outlines are free of water logging, clearing of drainage, availability of pumps. Drive to see that wagon maintenance facilities do not have slush and mud in circulating areas and there is no excess vegetation that can harbour snakes etc. Ensure that all lights in yards for night examination are working. Ensure no leakage of current, sparking, overheating joints at power supply to pit lines, examination points with welding and lighting facilities. Drive to check that there is no water ingress into the electrics of coaches.

Electrical

TRD: drive for regulating equipment of OHE such as Tilting of anti-falling device, Free movement of auto-tensioning device etc.

TRACTION: Monsoon drive, which includes working of wiper, condition of silica gel, topping up of water in batteries etc.

CREW: SPAD Drive: Drive to prevent SPAD cases.

- Footplate inspection, especially during night hours.
- Ambush checks of running staff by loco inspections 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 counselling 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.
- 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 officer's level.
- Counselling of all loco inspectors at officer's level.
- Unusals reported by crew should be monitored and addressed.

Engineering

Monsoon Patrolling, both stationary and mobile, as per Monsoon Booklet, inspection of equipment of Patrolmen, Inspection of Patrol Books by Engineering Officials, checking over patrolling at night.

joint yard inspection.

Protective fencing at vulnerable locations.

S & T

To check and ensure effectiveness of interlocking at L.C. Gates and all S&T items.

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For PCSO/ECR

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