

RED BULLETIN

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

Date: 03.01.2025

1. Major irregularities noticed during inspections: -

- (A) In DHN div., at Pradhankhanta Station Fire Detection & Alarm System was not provided in Relay Room. It should be installed for ensuring safety.
- (B) Trespass location in GAYA-PNBE section needs strengthening by strong fencing and trenching of approach roads.
- (C) During Safety Audit by the team of SAG officers, it was noticed that inspection by Branch Officers, Assistant Grade officers and Supervisors were not conducted as per the prescribed schedule. Compliance of irregularities was also not done.
- (D) It was noticed during Safety Audit by the team of SAG officers that shortage of equipment of various department was noticed during inspection by Area Officer/CPU, ADME/C&W/CPU dated 16.11.2024 was not yet complied.
- (E) At Son Nagar station in DDU division, rail panel was found kept in haphazard manner. Proper stacking should be done.

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

Type	DHN	DNR	DDU	SEE	SPJ	TOTAL
Collision	-	-	-	-	-	-
Derailment	01	04	01	01	01	08
L-Xing (Manned)	-	--	-	-	-	-
L-Xing (Un-Manned)	-		-	-	-	-
Fire in Trains	-	01	-	01	-	02
Misc.	-	01	-	-	-	01
I.SPAD	02	01	-	-	-	03
II. Breach of Block Rules	-	-	-	-	-	-
III. Averted Collision	-	-	-	-	-	-
Unusual	01	-	-	-	-	01
Total	04	07	01	02	01	15

All Accident during DEC., 2024 - 01

3.Items requiring special attention in JAN, 2025

Operating

Guards should have proper pressure gauge.

- Air Pressure gauge of approved size with quick coupler.
- Proper functioning of pressure gauge.

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 workshops.

Electrical

Traction:- Drive for under frame equipment mounting bracket safety.

SPAD Drive:- Drive to prevent SPAD cases.

- Footplate inspection, 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 LP/ALP is using mobile phone while on run.
- Checking CVVRS recordings, where available, for the above to identify and counsel erring LP/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 room & Headquarters.
- Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or counselling.
- 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 officers' level.
- Counselling of all loco inspectors at officer's level.
- Unusual reported by crew should be monitored and addressed.

Engineering

- Lubrication of joints, gaps, survey and adjustments.
- Maintenance of buffer stops.
- Verification of gradients in yards.

S & T

- To check & ensure the effectiveness of interlocking of L.C .Gates, effectiveness of Sliding Booms.

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