

RED BULLETIN

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

Date: 07.07.2025

1. Major irregularities noticed during inspections: -

- (A) In SEE div., at interlocked L.C. Gate no. 19 B/2 at MNE, PRIVATE NO. was found being exchanged. This is not required & needs to be dis- continued.
- (B) At ALAULI station in SPJ division, only one source of power supply (AT) was provided. Other two sources namely, DG& Commercial , needs to be provided for signalling.
- (C) In DHN div., CLS panel was found not working in Auto mode at Barhi station. Necessary maintenance should be done by elect. dept.
- (D) At NAYAGAON station in SEE division, an exhaustive list of 232 staff was provided by TRD dept. who can collect Isolator key without specimen signature. A concise list with specimen signature needs to be made available by concerned dept.

2. All Train Accident Analysis up to JUNE, 25(SIMS) :- Division- wise position.

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

All Accident during JUNE, 2025 - NIL

3.Items requiring special attention in JULY, 2025

ELECTRICAL	<p>TRD: drive for regulating equipment of OHE such as Tilting of anti-falling device, Free movement of auto-tensioning device etc.</p> <p>CREW: SPAD drive</p> <p>TRACTION: Monsoon drive, which includes working of wiper, condition of silica gel, topping up of water in batteries etc.</p> <p>SPAD Drive:- Drive to prevent SPAD cases.</p> <p>ELECTRICAL Footplate inspections, especially during night hours.</p> <p>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 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</p> <p>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</p>
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ELECTRICAL

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 counseling 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 officers' level.

Counselling of all loco inspectors at officers' level.

Unusual reported by crew should be monitored and addressed.

MECHANICAL	<p>Drive to ensure that all outlines are free of water logging, clearing of drainage, availability of pumps.</p> <p>Drive to see that wagon maintenance facilities do not have slush and mud in circulating areas and there is no excess vegetation that can harbor snakes etc.</p> <p>Ensure that all lights in yards for night examination are working.</p> <p>Ensure no leakage of current, sparking, overheating joints at power supply to pit lines, examination points with welding and lighting facilities.</p> <p>Drive to check that there is no water ingress into the electrics of coaches.</p>
S&T	<p>To check and ensure effectiveness of interlocking at L.C gates and all S&T items</p> <p>Availability of TRD Bonds.</p>
OPERATING	<p>Observing monsoon precaution.</p> <p>Coordination with Engineering Department for movement of materials at vulnerable locations.</p> <p>Informing Engineering Department officials about heavy rains, thunderstorms, etc. affecting the movement of trains.</p>
ENGINEERING	<p>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</p> <p>Joint yard inspection.</p>


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1. All DRMs / Sr. DSOs- For information & distribution to all Branch Officers for n/a.
2. Principal, ZRTI/ MFP& BLI- For information & wide publicity amongst trainees.
3. Safety Camp / DHN.