

# **East Central Railway**

## **Safety Bulletin no - 11/25**

Office of the  
General Manager (Safety)  
Hajipur

No. ECR/Safety/safety bulletin/11/25

Dated: 16.07.2025

### **1. Correspondence test of signaling gears before reconnection -**

During inspection at Katrasgarh (KTH) station in DHN division, it was noticed that **correspondence test was being done by SIM only without involvement of onduty SM**. Instructions as per JPO no – ECR-HQ/S&T/Sig dated -19.10.23 were reiterated to do correspondence test jointly before reconnection of S&T gear.

Further, it had been a practice to do correspondence test in case of points only but **it has to be done for all other signaling gears if there is any wiring modification like re-jointing of cables, re-wiring of signaling gears, re-termination of cables at terminal/relay contacts etc.**

After reconnection, **reception of first train should NOT be on Green aspect of first stop signal. The departure signal for run through trains should be taken OFF once the train has occupied the berthing portion**(except in case of stations on rising gradient or other site conditions to avoid stalling of loads if mentioned in SWR).

### **2. Provision of duplicate keys of Relay room , IPS room , battery room & OFC room in Emergency key box at SM room –**

During inspection of PIRO station of DDU division ,it was noticed that duplicate keys of relay , IPS & battery rooms only ( and not of OFC room) were kept in Emergency key box provided in SM room so that SM can open the rooms in case of fire emergency (when S&T staffs are not available at site). Similarly, at Ashokdham station of DNR division, it was noticed that duplicate keys of Relay room & IPS rooms only (and not of battery room & OFC room) were kept in emergency key box provided in SM room. **Instruction for keeping duplicate keys of Relay room, IPS room, battery room & OFC room in Emergency key box** was reiterated as per existing JPO of ECR ( issued by CTPM/HJP & CSE/HJP on 05/06/23).

### **3. Earthing of armour of power cable from AT to CLS panel**

At Ashokdham station of DNR division, it was found that earthing of armour of power cable from AT to CLS panel was not done at either ends and remark 'OK' was mentioned in the joint inspection register. It was advised to ensure that **earthing of armour of power cable is done at both AT side & CLS panel side** as mentioned in joint inspection register.

### **4. Mismatch of completion documents and actual site condition**

At chaksikandar & Desri stations of SEE division , MSDAC was not installed at site but it was available in VDU display and logic circuit though it was removed from completion SIP. It was advised to ensure that **completion SIP**

**& RCC is prepared as per actual site condition and all other documents should suit to it.**

**5. Positive boom locking & safety in RE area**

At non interlocked LC 15 and LC 16(TIA - ORO) in DNR division– Insulator was not provided in the wire run for boom operation. It is mandatory to be provided for protection in RE area. Further, **Positive boom locking was FAIL i.e gate boom lock lever can be pulled without actual closing of gate booms**. It was advised to be rectified to avoid forceful opening of gate boom during train movement.

**6. Release of Crank handle key after 120 sec in case of failure of EI system**

At Kamathan station of SPJ division, emergency release of Crank handle after 120 sec in case of failure of EI system was not working. This may result into major **operational bottleneck during EI failure as point will neither be operated from VDU nor manually by crank handle**. Testing of this feature during commissioning and afterwards during routine maintenance should be done and its effectiveness should be ensured as per RDSO guidelines.

**7. Time delay for opening of LC gate when Gate signal is provided at more than 180 m from LC**

At LC 14 (ARA-GAQ) in DDU division, gate signal is provided at more than 180 m from LC gate, but time delay for opening of LC gate is 60 sec only. **It should be 120 sec when gate signal is provided at more than 180 m from LC gate as per IRSEM 21.1.21(11)**. It is 60 sec in case gate signal is provided at 180 m from LC.

**(Manish Kumar)**

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- (i) Sec to GM – for kind information to GM/ECR please.
- (ii) AGM, PCOM, PCSO, PCEE, PCE, PCSTE, PCME/ECR/HJP - for kind information please.
- (iii) CME/ Plg, CPTM, CTE, CSE, CEE, CELE/ ECR/ HJP- for kind information please.
- (iv) DRM/ DHN, DDU, DNR, SEE, SPJ- - for kind information please.
- (v) Sr. DOM, Sr. DSTE, Sr. DEE(TRD), Sr. DEE (Op), Sr. DEE(G), Sr. DEN(Cord), Sr. DEN, / DHN, DDU, DNR, SEE,SPJ-for information please.
- (vi) All concerned Supervisors & Railway staffs .