

RED BULLETIN

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

Date: 13.10.2025

1. Major irregularities noticed during inspections: -

- (A) In DNR div., at Sirary station, TPC phone is not provided. TPC phone should be earnestly provided as it is very vital during OHE – related incidences.
- (B) At Ranchi Road station in DHN division, continuous protective fencing is not provided throughout the span of FOB. FOB should be fully fenced to avoid any untoward incidents in future.
- (C) At LC / 45/C at Tilaiya in DNR division, GWR in Hindi version is not available.
- (D) At Chandrapura station in DHN div., fire alarm system of Relay Room was found defective. It should be maintained on priority.

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

Type	DHN	DNR	DDU	SEE	SPJ	TOTAL
Collision	-	-	-	-	-	-
Derailement	03	02	-	-	-	05
L-Xing (Manned)	-	-	-	-	-	-
L-Xing (Un-Manned)	-	-	-	-	-	-
Fire in Trains	-	-	-	-	-	-
Misc.	-	-	-	-	-	-
I.SPAD	-	-	-	-	01	01
II. Breach of Block Rules	-	-	-	-	-	-
III. Averted Collision	-	-	-	-	-	-
Unusual	-	-	-	-	-	-
Total	03	02	-	-	01	06

All Accident during SEPTEMBER, 2025 - 02

2. Items requiring special attention in OCTOBER, 2025

ELECTRICAL	<p>TRD: drive for isolators assembly, such as for signs of sparking or overheating of isolators, Condition of locks/interlocks, Alignment of contacts and arcing horns etc.</p> <p>CREW: Clear visibility of signal to crew in day and night</p> <p>TRACTION: Drive for cable protection such as to ensure proper cable laying in junction box with gland and vinyl housing, no loose hanging cable etc.</p> <p>SPAD Drive:-Drive to prevent SPAD cases.</p> <p>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.</p> <p>Checking CVVRS recordings, where available, for the above to identify and counselling 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 automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.</p>
------------	--

ELECTRICAL	<p>Following all speed restrictions meticulously.</p> <p>Monitoring of crew's braking technique for different types of load</p> <p>Following of prescribed speed restrictions for BMBS rakes.</p> <p>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.</p> <p>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.</p> <p>Proper signal exchange</p> <p>Provision and proper working of fog-safe devices in regions affected by fog</p> <p>Lookout of any poor worksite protection, possible infringement by stray material, vehicle - especially careless cases where infringement was saved by very narrow margins/ providentially.</p> <p>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.</p> <p>Detailed and intensive inspection of crew lobbies at officers' level.</p> <p>Counselling of all loco inspectors at officers' level.</p> <p>Unusual reported by crew should be monitored and addressed.</p>
MECHANICAL	<p>Audit of ARTs and their equipment.</p> <p>Audit of bogie frame maintenance.</p>
S&T	<p>Ensure double locking arrangement in Block Instrument</p> <p>Proper observance of rules during disconnection of Points & Signals</p> <p>Ensure double locking arrangement in Block Instrument.</p>
OPERATING	<p>Proper rules should be followed at the time of train parting</p> <p>Test of knowledge of duties of Guards and Loco Pilots to handle train parting</p> <p>Protection of train by Guard using various methods prescribed in GR / SR</p>
ENGINEERING	<p>Inspection of Level crossing gates :To check and ensure adequate visibility for both Train Loco Pilot and Road users at Level Crossing gate, adequacy of equipment, condition of road and speed breakers, locking arrangement, condition of booms.</p>

(Prabhas Raghu)
Dy. CSO/ Traffic

Distribution:-

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.