

RED BULLETIN

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

Date: 05.01.2026

1. Major irregularities noticed during inspections: -

- (a) In DHN div., at BAKAKANA station, continuous protective fencing has not been found throughout the span of FOB. Full length fencing should be provided to protect from any untoward incident in future.
- (b) At GARHANI station in DDU division, wooden wedge was found not available. It should be made available for use during load stabling etc..
- (c) At ISLAMPUR station in DNR division, electric shock treatment board was not available. It should be made available for knowledge & help during electrocution.

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

Type	DHN	DNR	DDU	SEE	SPJ	TOTAL
Collision	-	-	-	-	-	-
Derailment	03	03	-	01	01	08
L-Xing (Manned)	-	-	-	-	-	-
L-Xing (Un-Manned)	-	-	-	-	-	-
Fire in Trains	-	-	-	-	-	-
Misc.	-	-	-	-	-	-
I.SPAD	-	01	-	-	01	02
II. Breach of Block Rules	-	-	-	-	-	-
III. Averted Collision	-	-	-	-	-	-
Unusual	-	-	-	-	-	-
Total	03	04	-	01	02	10

All Accident during December, 2025 - 01

3. Items requiring special attention in January, 2026

ELECTRICAL	<p>TRD: drive for Turn out and cross overs such as Check stagger of both the OHEs at turnout, main line OHE of overlap type turnout is about 50mm below that of the turnout OHE etc.</p> <p>CREW: drive for brake feel test , RS valve handle, repeating of signal .</p> <p>Proper and adequate rest at HQ and outstation.</p> <p>TRACTION: Drive for under frame equipment mounting bracket safety.</p> <p>SPAD Drive:- Drive to prevent SPAD cases.</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>
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ELECTRICAL

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 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 thereof.

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.

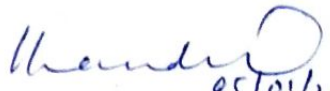
Proper signal exchange.

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.

	<p>Detailed and intensive inspection of crew lobbies at officers' level.</p> <p>Counseling of all loco inspectors at officers' level.</p> <p>Unusual reported by crew should be monitored and addressed.</p>
MECHANICAL	<p>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. Check the locking of automatic suppression system magnet valve in FDSS and locking arrangement for brake system isolation cut out cock in FSDS.</p> <p>Check the locking of automatic suppression system magnet valve in FDSS and locking arrangement for brake system isolation cut out cock in FSDS.</p> <p>Process audit of spring section in workshops.</p>
S&T	<p>To check and ensure the effectiveness of interlocking of LC Gates, effectiveness of Sliding Booms.</p>
OPERATING	<p>Guards should have proper pressure gauge.</p> <p>Air Pressure gauge of approved size with quick coupler.</p> <p>Proper functioning of pressure gauge.</p>
ENGINEERING	<p>Lubrication of joints, gaps, survey and adjustments.</p>


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1. All DRMs / Sr. DSOs- For information & distribution to all Branch Officers for n/a.
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3. Safety Camp / DHN.