RED BULLETIN

No. ECR/Safety/Red Bulletin – FEBRUARY, 26

Date: 09.03.2026

1. Major irregularities noticed during inspections: -

(a) In DNR division, at Rajgir station, LC 63A has not been closed though the Overbridge on the Gate is functional since August, 2025. Necessary action should be taken in this regard.

(b) At TORI station in DHN division, Station Lay Out Diagram is not available in Panel Room. It should be made available at the earliest.

(c) At GAR. ,WA ROAD station in DHN division, Engine numbers of Stabled loads were not mentioned in Load Stable Register. SS should ensure that entry regarding engine number is done positively.

2. All Train Accident Analysis up to FEB, 26 (SIMS) :- Division- wise position.

Type	DHN	DNR	DDU	SEE	SPJ	TOTAL
Collision	-	-	-	-	-	-
Derailment	04	03	-	01	01	09
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	-	-	-	-	01	01
Total	04	04	-	01	03	12

All Accident during FEB, 2026 - 01

3. Items requiring special attention in MARCH, 2026

ELECTRICAL	TRD: Drive for neutral section and overlap such as state of cleanliness of insulators, condition of arcing horns and arc traps and Pantograph hit marks etc. CREW: Drive on SPAD. Traction : Availability of safety material and unit exchange spare in sheds
MECHANICAL	Electrics in coaches: unnecessary bypassing of circuits, rough jumper wires, bypassing of fuses, damage to switches, exposed electrical panels, working of air dryers and wipers in self- propelled stock. Audit of wheel shops in workshops. Audit of proper working of M&Ps for wagon maintenance in freight depots.
S&T	To check and ensure whether proper procedure is being followed by S&T staff for rectification of failures of S&T equipment. To check and ensure whether proper procedure is being followed by S&T staff for testing, overhauling and maintenance of signaling equipment as per schedule.
OPERATING	Ensure proper shunting practices in the yard, duly following the laid down norms.

	Ensuring train operations during the signal failures in accordance with the extant rules regarding disconnections and reconnections. Speed during shunting should normally not exceed 15 kmph. The shunting should be supervised by competent railway staff.
ENGINEERING	Preparation of Hot Weather Precautions.

09/03/26

(Chandra Shekhar Prasad)
Dy. Chief Safety Officer/ 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.