RED BULLETIN

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

Date: 07.04.2026

1. Major irregularities noticed during inspections: -

(a) In SEE division, at SPP station, NEW FORMAT T/806 (Shunting Order) form was not available. It should be made available at all stations at the earliest.

(b) At DBG station in SPJ division, it was noticed that entry regarding Load Stable was done in blue ink while it should be in RED INK.

(c) During inspections at MBI (SPJ div.), SEE (SEE div.)& HZBN (DHN div.) stations, mismatch found in the CSL length in Panel, SWR & Yard lines. Divisions should ensure that this MISMATCH is rectified early.

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

Type	DHN	DNR	DDU	SEE	SPJ	TOTAL
Collision	-	-	-	-	-	-
Derailment	05	03	-	01	01	10
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	05	04	-	01	03	13

All Accident during March, 2026 - 01

3. Items requiring special attention in April, 2026

	TRD: Drive for OHE structure such as Check rail level, Tilting of masts, Condition of embankments with respect to stability of masts, Condition of location number plate, etc. CREW: Crew Competency, Breath Analyzer Machine in Working order or not and CMS integration with BA, Spare BA availability. LOCOMOTIVES: Under carriage drive such as adequate level of suspension bearing oil and its filling cap, Cardium compound in gear case and its cover, felt wick carrier screw and its sealing and mounting brackets and strength of under frame equipments. **To prevent SPAD cases.** Footplate inspections, especially during night hours. 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

ELECTRICAL	phone while on run. 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
ELECTRICAL	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 Availability of Sufficient No of Walkie Talkie Sets & Spare Batteries 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. Counseling of all loco inspectors at officers' level. Unusual reported by crew should be monitored and addressed.
MECHANICAL	To check and ensure fitment of side frame key, shackle lock, Pivot pin washer in wagons. To ensure checking of CBC including APMs, Knuckle, lock lifter assembly, knuckle pin, Anti rotation lug, Coupler heads, etc. Also checking of coaching couplers for the relevant items and in addition shim heights etc. Condition of operating handle, including bends, wear of bolts, corrosion in brackets, groove in bore of bracket etc. Condition of supporting device and its springs. Check all the gauges for wear measurement in CBC along with calibration records of these gauges for concurrency. Also to check the availability and quality of tertiary locking pin in coaching CBC, where required to be provided. Also to check the availability and quality of secondary locking pin in coaching CBC, where required to be provided Check Side buffers in locomotives and coaches for height, drooping and cracks in the casting, completeness of bolts securing them with the rolling stock. Maintenance of draft gear in workshops including loose bolts, external damage, seating in pocket, condition of buff plate and application of grease, pre-load value, condition of spring column.
S&T	To check & ensure working of Data logger & its networking with Central System at Divisional HQ Check to ensure proper working of DC Track Circuits in Rusty Rail Area. To check whether Both Track detection devices are working normally where Dual detection is provided. Proper Working of Earth Leakage Detector & Fire Alarm System.
OPERATING	Ensure that securing of vehicles in the running line/yard is being done as per extant rules. Shunting operations should be done and monitored strictly in accordance with the GR & SR.
ENGINEERING	Preparation of Hot Weather Precautions ensuring zero missing fitting, completeness of ballast profile including De-stressing of LWRS

07/04/16

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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.