GOOD WORK DONE

S.N.	Achievements
1.	From 28th April 2026, a major operational improvement has been implemented at DDUN. The sign-on and sign-off of East Central Railway crew is now being carried out at the newly constructed Running Room Crew Lobby. This change will reduce pre-departure delays, streamline crew movement, and bring down duty hours. Earlier, crew members had to collect essential equipment like FSD and walkie-talkies separately from the station, which added to delays. This initiative is a big achievement for DDU Division and will play a key role in strengthening goods train operations in the coming time.
2.	A Safety Seminar was organized at ETTC/DDU on 23rd April 2026 from 12:30 hrs to 14:00 hrs in the presence of PCEE/ECR/HJP and Dy. CEE/Loco/ECR/HJP, along with other divisional officers and around 60 running staff. On this occasion, the inaugural edition of the quarterly “Chalak Patra” (April 2026) was formally launched by PCEE/ECR, marking a significant initiative aimed at improving communication, knowledge sharing, and safety awareness among crew members.
3.	Asset failures (Loco – SF cases) during April 2026 were recorded at 03 cases, marking the second-best performance in the last six years, with the best achieved in January 2026. This represents a significant reduction of 86.96% compared to the corresponding period last year (03 vs. 23 cases), reflecting notable improvement in asset reliability and maintenance practices.
4.	During April 2026, 04 Loco Pilots and 27 Assistant Loco Pilots/Shunters completed KAVACH training. Cumulatively, 775 Loco Pilots, 837 Assistant Loco Pilots/Shunters, and 37 Chief Loco Inspectors have successfully completed training on the KAVACH system. Training of the remaining staff is scheduled to be completed by 30 April 2026.
5.	On 05/04/2026, train number VP/PSL/18268 with locomotive number 43793 (Valsad) was being operated by DDU crew Shri Santosh Kumar-6, Loco Pilot (Goods)/DDU, and Shri P.K. Gupta, Assistant Loco Pilot/DDU. While entering DD Yard Line No. 1 at Danapur station at around 17:00 hours, visibility was affected due to dust, and the engine crew was operating the train very cautiously. Suddenly, a sleeper (railway track component) was seen lying on the track. The engine crew immediately applied the emergency brake, bringing the train to a halt about 18–20 inches before the sleeper. Afterward, with the help of workers present in the yard, the sleeper was removed,