

NORTH WESTERN RAILWAY

Headquarter Office
Jaipur
Date: 08.07.2024

No. NWR/HQ/Safety/SD/13/24

Safety Drive No. 13/2024

DRMs- AII, BKN, JP, JU.

Sub: Week-Long Safety Drive for the month of July '24.

Ref: (i) Railway Board's Letter No. 2024/Safety-1/3/7 dated 07.07.2024 (Copy enclosed).

In reference to above letter, a week-long safety drive is to be launched with effect from 08.07.2024 to 14.07.2024 by involving Electrical, Mechanical, S&T, Operating, Engineering and Safety departments of divisions and HQ. During the safety drive, officials of concerned departments should pay special emphasis on the following aspects:-

ELECTRICAL	<p>TRD: drive for regulating equipment of OHE such as Tilting of anti-falling device, Free movement of auto-tensioning device etc.</p> <p>TRACTION: Monsoon drive, which includes working of wiper, condition of silica gel, topping up of water in batteries etc.</p> <p>CREW: SPAD Drive:-Drive to prevent SPAD cases.</p> <ul style="list-style-type: none">• 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 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.• Thorough intensive inspection of crew lobbies; checking manual booking of crew frequency and reasons.• Monitoring that unusual reported by crew are addressed quickly.
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	<ul style="list-style-type: none"> • 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. • Detailed and Intensive inspection of crew lobbies at officers' level. • Counseling of all loco inspectors at officers' level. • Unusals reported by crew should be monitored and addressed.
MECHANICAL	<ul style="list-style-type: none"> • Drive to ensure that all outlines are free of water logging, clearing of drainage, availability of pumps. • Drive to see that wagon maintenance facilities do not have slush and mud in circulating areas and there is no excess vegetation that can harbor snakes etc. • Ensure that all lights in yards for night examination are working. • Ensure no leakage of current, sparking, overheating joints at power supply to pit lines, examination points with welding and lighting facilities. • Drive to check that there is no water Ingress into the electrics of coaches.
S&T	To check and ensure effectiveness of interlocking at LC gates and all S&T items.
OPERATING	<p>Observing monsoon precautions</p> <ul style="list-style-type: none"> • Coordination with Engineering Department for movement of materials at vulnerable locations. • Informing Engineering Department officials about heavy rains, thunderstorms, etc. affecting the movement of trains.
ENGINEERING	<ul style="list-style-type: none"> • Monsoon Patrolling, both stationary and mobile, as per Monsoon Booklet, Inspection of equipment of Patrolmen, Inspection of Patrol Books by Engineering Officials, checking over patrolling at night. • Joint yard inspection.

- Protective fencing at vulnerable locations.

During the drive officers/supervisors of Electrical, Mechanical, S&T, Operating, Engineering, and Safety departments of open line, construction and HQ should inspect the various installations / assets. Officers of HQ shall also be involved.

Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. Critical analysis should be done to identify systematic deficiency. Deficiencies of urgent nature should be brought to the notice of concerned officer through concerned divisional control.

Compliance of aforesaid drive may please be updated daily on Google spreadsheet. Link of Google spreadsheet is given below-

https://docs.google.com/spreadsheets/d/1MMf9xZa0XjqrDMMNIDTpQ4_EyQ0YesjIDnih8x3Du48/edit?usp=sharing

On completion of the drive, the final outcome of the drive along with action taken / planned to be taken with PDC should be furnished to this office by 16.07.24 in following Performa.

(i) No. of checks conducted.....

Date	Designation of inspecting Official	Grade (JS/SS/JAG/SAG)	Location where check conducted	Deficiencies/irregularities noticed	Action taken	PDC

(ii) Department-wise deficiencies and their updated position.

Deptt.	Head/Asset wise details	No of locations inspected	Nos. of deficiencies	Attended so far	Balance	TDC
Electrical (TRD)						
Electrical (Locomotives)						
Electrical (Crew)						
Mechanical						
S&T						
Operating						
Engineering						

Every department of the Divisions will also send a copy of deficiencies observed and action taken to their concerned HQ, which in turn will send a compiled position to safety department for onward submission to Railway Board.

Dy.CSO/Tfc./NWR
for Pr. Chief Safety Officer

DA- As above

Copy to:-PCE,CAO/C,PCME,PCEE,PCSTE & PCOM

Secretary to GM for kind information of GM

Secretary to AGM for kind information of AGM

Sr. DSOs- AII, BKN, JP, JU- for necessary action and follow up.



भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)



क्र. 2024/Safety-I/3/7

नई दिल्ली, दिनांक: 7.07.2024

महाप्रबंधक,
सभी क्षेत्रीय रेलवे, और
प्रबंध निदेशक, के.आर.सी.एल और डी.एफ.सी.सी.आई.एल.

विषय: जुलाई '24 माह के लिए सप्ताह भर चलने वाला संरक्षा अभियान।

A Safety Drive for one week starting from 08.07.2024 should be launched with special emphasis to be given to the following aspects:

ELECTRICAL	<p>TRD: drive for regulating equipment of OHE such as Tilting of anti-falling device, Free movement of auto-tensioning device etc.</p> <p>TRACTION: Monsoon drive, which includes working of wiper, condition of silica gel, topping up of water in batteries etc.</p> <p>CREW: SPAD Drive:-Drive to prevent SPAD cases.</p> <ul style="list-style-type: none"> • 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 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
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	<ul style="list-style-type: none"> • 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. • 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. • Detailed and intensive inspection of crew lobbies at officers' level. • Counseling of all loco inspectors at officers' level. • Unusals reported by crew should be monitored and addressed.
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	<ul style="list-style-type: none"> • Drive to check that there is no water ingress into the electrics of coaches.
S&T	To check and ensure effectiveness of interlocking at L.C gates and all S&T items
OPERATING	Observing monsoon precautions <ul style="list-style-type: none"> • Coordination with Engineering Department for movement of materials at vulnerable locations • Informing Engineering Department officials about heavy rains, thunderstorms, etc. affecting the movement of trains.
ENGINEERING	<ul style="list-style-type: none"> • Monsoon Patrolling, both stationary and mobile, as per Monsoon Booklet, inspection of equipment of Patrolmen, Inspection of Patrol Books by Engineering Officials, checking over patrolling at night • Joint yard inspection. • Protective fencing at vulnerable locations

These aspects are only indicative in nature; Zonal Railways should issue their own comprehensive drive including suitable checklist for inspecting Officers/Supervisors. Officers of various departments from HQ should also be involved. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. PCSOs be directed to critically analyze data to identify systemic deficiency and action taken/planned to be taken with timeline should be sent to the Board by **19.07.2024**. Apart from sending hard copy, the report should invariably be uploaded on SMDMS, both in PDF and DOC format and may also be e-mailed at edeesafety@gmail.com and safetyimp46@gmail.com.

(Ashok Kumar Nakra)

अशोक कुमार नाकरा

Executive Director/EE/Safety

कार्यकारी निदेशक/ई.ई./संरक्षा

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