

NORTH WESTERN RAILWAY

Headquarter Office
Jaipur
Date: 10.10.2024

No. NWR/HQ/Safety/SD/18/24

Safety Drive No. 18/2024

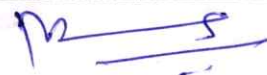
DRMs- AII, BKN, JP, JU.

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

Ref: (i) Railway Board's Letter No. 2024/Safety-1/3/10 dated 09.10.2024 (Copy enclosed).

In reference to above letter, a week-long safety drive is to be launched with effect from 14.10.2024 to 20.10.2024 by involving Electrical, Mechanical, S&T, Operating, Commercial, 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 isolator's assembly, such as for signs of sparking or overheating of isolators, Condition of locks/interlocks, Alignment of contacts and arcing horns etc.</p> <p>CREW: Clear visibility of signal to crew in day and night.</p> <p>TRACTION: Drive for cable protection such as to ensure proper cable laying in junction box with gland and vinyl housing, no loose hanging cable etc.</p> <p>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. • Checking that genuine grievances of crew are addressed promptly.
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	<ul style="list-style-type: none"> • 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. • Counselling of all loco inspectors at officers' level. • Unusuals reported by crew should be monitored and addressed.
MECHANICAL	<ol style="list-style-type: none"> 1. Audit of ARTs and their equipment. 2. Audit of bogie frame maintenance. 3. Audit of workshops, e.g. wheel disk pressing process, RB maintenance, etc.
S&T	<ol style="list-style-type: none"> 1. Ensure double locking arrangement in Block Instrument. 2. Proper observance of rules during disconnection of Points & Signals.
TRAFFIC	<ol style="list-style-type: none"> 1. Proper rules should be followed at the time of train parting. <ul style="list-style-type: none"> • Test of knowledge of duties of Guards and Loco Pilots to handle train parting. • Protection of train by Guard using various methods prescribed in GR/SR. 2. Process of loading of steel coils to be audited. 3. Loading of bagged commodity as per RDSO diagram.
ENGINEERING	Inspection of Level crossing gates: To check and ensure adequate visibility for both Train Loco Pilot and Road users at Level Crossing gate, adequacy of equipment, condition of road and speed breakers, locking arrangement, condition of booms.

During the drive officers/supervisors of Electrical, Mechanical, S&T, Operating, Commercial, 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 and action taken/planned to be taken with timeline should be reported. 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/1Zr2gqvC3tFUIBFLd8GFqN6Hh8a9JuN6lqR2uJtNM3ik/edit?usp=drive link](https://docs.google.com/spreadsheets/d/1Zr2gqvC3tFUIBFLd8GFqN6Hh8a9JuN6lqR2uJtNM3ik/edit?usp=drive_link)

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 22.10.24 in following Performa.


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

Date of Inspection	Name & Designation of inspecting Official	Grade (Supervisors/JS/SS/JAG/SAG)	Location where check conducted	Deficiencies/irregularities noticed	Action taken/Action Planned	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						
Commercial						

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.


10.10.2024
Dy.CSO/Engg./NWR
for Pr. Chief Safety Officer

DA- As above

Copy to:-PCE,CAO/C,PCME,PCEE,PCSTE, PCCM & 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/संरक्षा-1/3/10

नई दिल्ली, दिनांक: 09.10.2024

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

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

दिनांक 14.10.2024 से शुरू होने वाले एक सप्ताह के लिए निम्नलिखित पहलुओं पर विशेष जोर देते हुए एक संरक्षा अभियान शुरू किया जाना चाहिए:-

A Safety Drive for one week starting from 14.10.2024 should be launched with special emphasis to be given to the following aspects:-

ELECTRICAL	<p>TRD: drive for isolator's assembly, such as for signs of sparking or overheating of isolators, Condition of locks/interlocks, Alignment of contacts and arcing horns etc.</p> <p>CREW: Clear visibility of signal to crew in day and night</p> <p>TRACTION: Drive for cable protection such as to ensure proper cable laying in junction box with gland and vinyl housing, no loose hanging cable etc.</p> <p>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
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ELECTRICAL	<p>competency certificates</p> <ul style="list-style-type: none"> • 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. • Counselling of all loco inspectors at officers' level. • Unusuals reported by crew should be monitored and addressed.
MECHANICAL	<ol style="list-style-type: none"> 1. Audit of ARTs and their equipment. 2. Audit of bogie frame maintenance. 3. Audit of workshops, e.g. wheel disk pressing process, RB maintenance, etc.
S&T	<ol style="list-style-type: none"> 1. Ensure double locking arrangement in Block Instrument 2. Proper observance of rules during disconnection of Points & Signals 3. Ensure double locking arrangement in Block Instrument. X
TRAFFIC	<ol style="list-style-type: none"> 1. Proper rules should be followed at the time of train parting <ul style="list-style-type: none"> • Test of knowledge of duties of Guards and Loco Pilots to handle train parting • Protection of train by Guard using various methods prescribed in GR / SR 2. Process of loading of steel coils to be audited. 3. Loading of bagged commodity as per RDSO diagram.
ENGINEERING	<p>Inspection of Level crossing gates :To check and ensure adequate visibility for both Train Loco Pilot and Road users at Level Crossing gate, adequacy of equipment, condition of road and speed breakers, locking arrangement, condition of booms</p>

ये पहलू प्रकृति में केवल सांकेतिक हैं; क्षेत्रीय रेलवे को अधिकारियों/पर्यवेक्षकों के निरीक्षण के लिए उपयुक्त चेकलिस्ट सहित अपना स्वयं का व्यापक अभियान जारी करना चाहिए। मुख्यालय से विभिन्न विभागों के अधिकारी भी शामिल रहें। अभियान के दौरान पाई गई सभी कमियों एवं अनियमितताओं पर प्रभावी अनुवर्ती कार्रवाई की जाए। पीसीएसओ को प्रणालीगत कमी की पहचान करने के लिए डेटा का गंभीर विश्लेषण करने के लिए निर्देशित किया जाना चाहिए और समय-सीमा के साथ की गई/की जाने वाली कार्रवाई की योजना दिनांक 25.10.2024 तक बोर्ड को भेजी जानी चाहिए। हार्ड कॉपी भेजने के अलावा, रिपोर्ट अनिवार्य रूप से SMDMS पर Pdf और doc दोनों प्रारूपों में अपलोड की जानी चाहिए तथा इसे edeesafety@gmail.com और safetyimp46@gmail.com पर ई-मेल भी किया जा सकता है।

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 25.10.2024. 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.

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(Ashok Kumar Nakra)

अशोक कुमार नाकरा

Executive Director/EE/Safety

कार्यकारी निदेशक/ई.ई./संरक्षा

Phone/फोन: 011-23047427