

NORTH WESTERN RAILWAY

Headquarter Office  
Jaipur  
Date 17.04.2026

No. NWR/HQ/Safety/SD/03/2026-27

**Safety Drive No. 03/2026-27**

**DRMs- AII, BKN, JP, JU**

Sub: 15 Days Safety drive from 20.04.2026 to Awareness regarding emergency brake application systems (ACP, FIBA & FSDS) in LHB coaches.

Ref: 1. Railway board letter No.2024/Safety (Civil)/15/2/VC dated 08.04.2026  
2. PCSO/NWR Note No. NWR/HQ/Safety/DG Safety Meeting dated 06.04.2026

In reference to above, a safety drive is to be launched with effect from 20.04.2026 to 04.05.2026 by involving Mechanical, Operating, Electrical, Commercial and Safety departments of the division and HQ. During the safety drive, officials of concerned departments should pay special emphasis on the following items:-

There are three modes of emergency brake application in LHB coaches, namely:

1. ACP (Alarm Chain Pulling)
2. FIBA (Failure Indication and Brake Application)
3. FSDS (Fire & Smoke Detection System)

It is to ensure that all staff associated with train operations, maintenance, and safety is fully aware with the functioning of emergency brake application systems provided in LHB coaches.

During the safety drive, officers and supervisors of Mechanical, Operating, Electrical, Commercial and Safety departments should ensure the following:

1. Staff must have clear knowledge of indications associated with each system (ACP, FIBA, & FSDS).
2. Staff must be well aware of the correct and immediate action to be taken in each case.

Compliance of aforesaid drive should be updated daily on spreadsheet. Link of spreadsheet is given below:


<https://forms.gle/kRAkzplpopTdUQ4r7>

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 07.05.2026 in following Performa.

Counseling (I)		(II)	(III)	(IV)	(V)	(VI)	(VII)
Date	Nos of staff counseled department wise	TM	LP	ALP	C&W Staff	Commercial On Board Staff	Total

The Division will also send detailed report of awareness to their concerned HQ, which in turn will send a compiled position to be given to safety department for onward submission to Railway Board.

DA- General Instruction about ACP, FIBA, & FSDS.

  
(Arun Kumar)  
Dy. CSO/Mech.

**Copy to:-**PCME, PCOM, PCEE & PCCM for kind information please.

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

## उत्तर पश्चिम रेलवे

**LHB** कोच में इमरजेंसी ब्रेक के तीन मोड (**ACP, FIBA, FSDS**) के सक्रियणकेकारण, संकेतऔरदोष एवं निवारण/आवश्यक कार्यवाही:

### 1. ACP (Alarm Chain Pulling):-

ACP (Alarm Chain Pulling) सक्रियणकेकारण	संकेतऔरदोष	निवारण/आवश्यक कार्यवाही
यात्री द्वारा चेन खींचना: आपातकालीन स्थिति जैसे आग लगना, चिकित्सा सहायता की आवश्यकता, या किसी यात्री का छूट जाना।	<ol style="list-style-type: none"><li>लाल इंडिकेटर लाइट: कोच के दोनों बाहरी सिरों पर लगी लाल बत्ती (Alarm Signal Indicator) जलने लगती है।</li><li>हवा के निकलने की आवाज: प्रभावित कोच के PEAV से हवा (BP Pressure) के तेजी से निकलने की आवाज आती है।</li><li>लोको पायलट को सूचना: इंजन में एयर प्रेशर कम होने का गेज संकेत देता है और बजर बजता है।</li><li>ब्रेक इंडिकेटर: कोच के ब्रेक इंडिकेटर लाल हो जाते हैं।</li></ol>	<ol style="list-style-type: none"><li><b>PEAV</b> की पहचान: उस कोच में जाएं जहां चेन खींची गई है। वहां आपको <b>PEAV (Passenger Emergency Alarm Valve)</b> मिलेगा, जहां से हवा (BP Pressure) निकलने की तेज आवाज आ रही होगी।</li><li>रिसेट लीवर को घुमाएं:<ol style="list-style-type: none"><li>PEAV यूनिट पर एक छोटा हैंडल या लीवर लगा होता है।</li><li>इस लीवर को Reset Key की सहायता से घड़ी की दिशा (<b>Clockwise</b>) में या 'Normal' स्थिति की ओर घुमाएं।</li><li>जैसे ही आप इसे घुमाएंगे, हवा का निकलना (Hissing sound) बंद हो जाएगा।</li><li><b>इंडिकेटर लाइट:</b> रिसेट होने के बाद कोच के बाहर लगी लाल इंडिकेटर लाइट अपने आप बुझ जाएगी चाहिए।</li></ol></li></ol>

## 2. FIBA ( Failure Indication cum Brake Application):-

FIBA सक्रियण के कारण	संकेत और दोष	निवारण:
<p>एयर स्प्रिंग फेल होने की स्थिति में FIBA डिवाइसके कारण कोच में सर्विस ब्रेक अपने आप लग जाता है।</p>	<ol style="list-style-type: none"> <li>1. FIBA यूनिट के ज़रिए 8 mm चोक एग्जॉस्ट से BP का अपने-आप कम होना और ट्रेन पर ब्रेक लगना।</li> <li>2. हर बोगी के लिए, कोच के दोनों तरफ FIBA ब्रेक इंडिकेटर लगा होता है। बोगी से जुड़े दोनों FIBA संकेतक का 'लाल' हो जाना।</li> <li>3. FIBA डिवाइस में हिंसिंग साउंड का आना।</li> </ol>	<ol style="list-style-type: none"> <li>1. FIBA इंडिकेटर और हवा निकलने की (hissing) आवाज़ की मदद से उस कोच का पता लगाएँ जिसका एयर बेलौ (bellow) फट गया हो।</li> <li>2. FIBA यूनिट से जुड़ी ब्रांच पाइपलाइन पर लगे BP COC ( न. 4)को बंद कर दें।</li> <li>3. MR से एयर स्प्रिंग को हवा की आपूर्ति को रोकने के लिए बोगी आइसोलेटिंग कॉक नं. 1 को बंद करें।</li> <li>4. एयर स्प्रिंग की हवा को पूरी तरह से खाली करने के लिए, एयर स्प्रिंग और FIBA के बीच स्थित दोनों आइसोलेटिंग कोक में 2 और 3 (वेंट फीचर के साथ) बंद करें।</li> <li>5. 60 kmph की स्पीड लिमिट के साथ यात्रा जारी रखें।</li> <li>6. PRC / सेक्शन कंट्रोल को जानकारी दें।</li> </ol>

### 3. FSDS ( Fire and Smoke Detection System ):-

FSDS सक्रियण के कारण	संकेत और दोष	निवारण
<p><b>1. धुआं या आग:</b> कोच के किसी हिस्से (टॉयलेट, इलेक्ट्रिकल पैनल या पैसेंजर एरिया) में वास्तविक धुआं या आग।</p> <p><b>2. अत्यधिक धूल (Dust):</b> पाइप और सेंसर में धूल जमा होने से 'फॉल्स अलार्म' बज सकता है।</p> <p><b>3. सिगरेट का धुआं:</b> यात्रियों द्वारा टॉयलेट या कोच के अंदर धूम्रपान करना।</p> <p><b>4. शॉर्ट सर्किट:</b> इलेक्ट्रिकल कैबिनेट (SBC) में स्पार्किंग या ओवरहीटिंग।</p>	<p><b>1. FIRE (लाल बत्ती + हूटर):</b> कोच के अंदर 'हूटर' बजता है और 'स्ट्रोब लाइट' (लाल बत्ती) चमकती है। सिस्टम ने धुआं महसूस किया है (वास्तविक आग या सिगरेट का धुआं)।</p>	<p>1. कोच, टॉयलेट या इलेक्ट्रिकल कैबिनेट (SBC) में वास्तविक आग की तुरंत जांच करें।</p> <p>2. आग न होने पर 'Mute' और फिर 'Reset' बटन दबाएं।</p> <p>3. पैनल पर 'Reset' बटन दबाएं। यदि फिर भी बजे, तो एयर फिल्टर और सैंपलिंग पाइप साफ करें।</p>
	<p><b>2. FAULT (पीली बत्ती):</b> सिस्टम के किसी आंतरिक हिस्से में खराबी है।</p>	<p>1. डिस्प्ले पर एरर कोड देखें।</p> <p>2. सेंसर और वायरिंग कनेक्शन की जांच करें।</p>
	<p><b>3. AIR FLOW FAULT:</b> पाइप में रुकावट (Blockage) या लीकेज है।</p>	<p>1. सैंपलिंग पाइप और नोजल को साफ करें।</p> <p>2. पाइप के जोड़ों (Joints) पर लीकेज चेक करें।</p>
	<p><b>4. Low Battery/Power Fault:</b> 110V DC सप्लाय नहीं मिल रही या बैटरी डिस्चार्ज है।</p>	<p>1. बैटरी फ्यूज और इनपुट वोल्टेज (110V DC) चेक करें।</p> <p>2. चार्जिंग यूनिट की जांच करें।</p>
	<p><b>5. BP DROP (ऑटोमैटिक ब्रेक):</b> यदि धुआं अधिक है, तो सिस्टम BP (Brake Pipe) प्रेशर को गिरा देता है, जिससे गाड़ी अपने आप रुक जाती है।</p>	<p>1. आग न होने की पुष्टि करें।</p> <p>2. ब्रेक रिसेट करने के लिए 'Isolation Cock' या रिसेट वाल्व का उपयोग करें।</p>
	<p><b>6. ISOLATE (सफेद/नीली बत्ती):</b> सिस्टम को मैनुअल रूप से बंद (Bypass) किया गया है।</p>	<p>यदि खराबी ठीक हो गई है, तो स्विच को वापस 'Normal' मोड पर लाएं।</p>
	<p><b>7. अनाउंसमेंट:</b> कुछ सिस्टम में यात्रियों के लिए 'Emergency' के वॉयस मैसेज बजते हैं।</p>	-

**संरक्षा सर्वोपरी!**

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

सं० /No.: 2024/Safety (Civil)/15/2/VC

नई दिल्ली /New Delhi, दिनांक /Dated 08.04.2026

महाप्रबंधक /General Managers

सभी क्षेत्रीय रेलवे /All Zonal Railways,

अध्यक्ष एवं प्रबंधनिदेशक /CMDs

कोंकण रेलवे /KRCL,

डेडिकेटेड फ्रेट कॉरिडोर /DFCCIL

प्रमुख मुख्य संरक्षा अधिकारी /मुख्य संरक्षा अधिकारी /PCSOs/ CSOs

सभी क्षेत्रीय रेलवे, कोंकण रेलवे, डेडिकेटेड फ्रेट कॉरिडोर /All ZRs/ KRCL/ DFCCIL

विषय: दिनांक 06.04.2026 को आयोजित प्रमुख मुख्य संरक्षा अधिकारियों के कॉन्फ्रेंस के कार्यवृत्त

Sub: Minutes of Meeting of PCSOs' Conference held on 06.04.2026

महानिदेशक /संरक्षा महोदय की अध्यक्षता में जोनल रेलवे के प्रमुख मुख्य संरक्षा अधिकारियों और कोंकण रेलवे व डेडिकेटेड फ्रेट कॉरिडोर के मुख्य संरक्षा अधिकारियों के साथ संरक्षा समीक्षा बैठक दिनांक 06.04.2026 को वीडियो कॉन्फ्रेंस के माध्यम से आयोजित की गई।

बैठक के कार्यवृत्त जानकारी और आवश्यक कार्रवाई हेतु संलग्न हैं।

Safety review with PCSOs of Zonal Railways and CSOs of KRCL and DFCCIL, chaired by DG/Safety, was held through video conference on 06.04.2026. Minutes of the meeting are enclosed herewith for kind information and necessary action.



(Rahul Srivastava) (राहुल श्रीवास्तव)

ED/Safety (Civil) कार्य .निदेशक/संरक्षा (सिविल)

प्रति /Copy to:

1. PPS to CRB & CEO, MI, MTRS, MF and MOBD सूचनार्थ /for kind information.
2. AM/CE, AM/ME, AM/Traction, AM/RE, AM/TT, AM/Signal, AM/PU, DG/RDSO, AM/C, DIG/RPF, PED/Bridge/RB

A video conference with PCSOs, chaired by DG/Safety, was held on **06.04.2026**. The following officers participated:-

<b>Railway Board</b>	<b>Zonal Railway, etc:</b>
Shri Hitendra Malhotra, DG/Safety	PCSO/CR
Shri. Upinder Singh, PED/Safety	PCSO/ECOR
Shri A K Nakra, ED/Safety/EE	PCSO/ECR
Shri Mukul Kumar, ED/Safety(Traffic)	PCSO/ER
Shri Rahul Srivastava, ED/Safety (Civil)	PCSO/NR
Shri Utkarsh, EDME/Safety	PCSO/NCR
Shri Balbir Singh Yadava, ED/Safety (S&T)	PCSO/NER
	PCSO/NFR
	PCSO/NWR
	PCSO/SR
	PCSO/SCR
	PCSO/SER
	PCSO/SECR
	PCSO/WR
	PCSO/WCR
	PCSO/SWR
	PCSO/Metro Railway
	CSO/KRCL
	CSO/DFCCIL

The following items were discussed:-

<b>Address of DG/Safety</b>
<p>Following is the gist of address by DG/Safety:-</p> <ul style="list-style-type: none"> <li>• NCR publishes case studies of accidents. These case studies consist of one page each for an incident bringing out brief description of incidence, cause and lessons learnt. These case studies are a good source of learning. All zonal Railways should prepare such case studies and get them distributed to all officials concerned and training centers.</li> <li>• All accident inquiries make certain recommendations in their reports. Safety officers should make sure that these recommendations are implemented by the respective departments.</li> <li>• CCRS has highlighted that in execution of multi-tracking projects involving 3 or more</li> </ul>

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lines on a route, lot of signals are being placed on right hand side. This creates a lot of difficulty to the loco pilots. We should focus on this issue to find a feasible solution to this problem.

- Railway Board guidelines lay down that LPs will not be nominated for duties for more than 4 consecutive nights and also that in all such cases where 4 consecutive night duties are given to a LP , movement for last night will be towards the headquarter of LP. At many places, these norms are not being followed. PCSOs should monitor this parameter and should continuously highlight this matter for better implementation.
- Hon'ble Minister of Railways has declared that track maintenance will be the top priority item in this year. Safety Officers should also give priority to inspection of track. Apart from yards, they should also inspect PWI depots and arrange sample testing of track fittings supplied to PWIs from a lab.
- There are three modes of emergency brake application in LHB coaches, namely FIBA, ACP and FSDS. The staff should be absolutely clear about the indication and action to be taken in each case.
- During lobby inspections, it should be checked whether periodic rest to running staff is being communicated to the staff in advance.
- Logging of abnormality in CMS is not being done by TIs at most of places. Emphasis on this aspect should be given.
- PCSOs should analyze data of accidents for last five years and work out the distribution according to department as well as cause. Action plan from respective departments should be sought accordingly.

S. No.	Agenda Items
1.	<p><b>Pending Inquiries :</b>  <b>Consequential Accidents 2025-26 :</b>            There is delay in one case of Eastern Railway. This should be completed expeditiously.            2 cases are in progress in SECR. These should be finalized in stipulated time.  <b>Non-Consequential Accidents 2025-26 :</b>            Inquiry cases pending to be completed beyond target time are as under :            ECR-4, ER-1, CR-1, SWR-1 and WCR-1.            These cases should be completed by 15.04.2026</p>
2.	<p><b>Action taken reports :</b>            Action Taken Reports (ATR) of Departmental Inquiry of Consequential Train Accidents for the year 2025-26 are pending in one case each on WR and NR. As discussed, both Railways should submit the same within a week. All zones should make efforts to submit ATRs timely.</p>
3.	<p><b>Safety Audit:</b>  <b>For Year 2025 :</b></p> <ul style="list-style-type: none"> <li>• Inter Railway safety Audit has not been completed by ER and WR. It was apprised by WR that it has been completed and report will be uploaded. ER apprised that this audit has been planned next week.</li> <li>• Intra Railway Safety Audit has not been done/uploaded by ECR, ER, NER and WCR. All efforts should be made to complete this audit by 30.04.2026.</li> </ul> <p><b>For Year 2026 :</b></p>



	<ul style="list-style-type: none"> <li>• Inter Railway safety Audit ( Jan-Jun quota) has not been completed by SCR, NR and SWR. This should be completed by 30.04.2026.</li> <li>• Intra-Railway Safety Audit has not been completed by any railway. This should be expedited.</li> </ul>
4.	<p><b>Disaster Management Plan :</b> All zonal railways should prepare small booklets for supervisors of different departments which crisply narrate the action to be taken by supervisors of specific department in case of disaster. Different booklets should be prepared for supervisors of different departments. Such booklets should be distributed to supervisors of respective departments. Intent is that each supervisor should have clarity about action to be taken in case of a disaster.</p>
5.	<p><b>Work Study :</b> Vide Railway Board letter no 2026/Safety (I)/20/1 dated 10.03.2026, instructions were given to conduct a work study about the man hours required to execute the duties as laid down in manuals of different departments. Different zonal Railways were nominated for different departments. This exercise should be completed by 30.04.2026.</p>
6.	<p><b>Case study :</b> Format of one page case study of accidents was shown. All Zonal railways should prepare similar one page case studies. These should be distributed to the zonal training institutes where case studies can be taught to the staff undergoing training.</p>
7.	<p><b>Safety Drive no 22 and 23 :</b> Data received from some Railways for these drives is not complete. These Railways should submit the data expeditiously.</p>
8.	<p><b>JPO for connection with DFCCIL :</b> JPO for laying down procedure, norms and duties during any unusual occurrence at locations falling on connections to network of DFCCIL should be prepared by concerned zonal Railways.</p>
9.	<p><b>GDR checks :</b> Details of GDR checks conducted should be provided by Zonal Railways in the format communicated separately.</p>


*Rst*  
8/4/26.

(Rahul Srivastava) (राहुल श्रीवास्तव)  
ED/Safety (Civil) कार्य .निदेशक/संरक्षा (सिविल)

**Minutes of meeting held by DG Safety with PCSOs on 06.04.2026**

1. Department wise learnings from accident/unusual for last 05 years should be compiled and circulated. This should also be sent to Zonal training institutes/ schools.
2. Compliance for the recommendations made by CRSs in the Enquiry reports to be done.
3. NIB- Night in bed breach cases (Continuous working for more than 4 nights) should be avoided for the crew.
4. LHB coaches have 03 types of Emergency Braking. ACP, FIBA and on Fire & Smoke detection. All these types of emergency braking to be familiarized for exact cause and rectification. Write up for it may be circulated among staff.
5. Lobby- Periodical rest must be intimated in advance to crew, so that they can plan it to utilize according to their social requirements.
6. CLIs and TIs should utilize CMS portal to feed the abnormalities found during their insp.
7. DM booklet should be prepared department wise to make it handy for use by the staff.
8. A JPO between IR & DFCCIL to be prepared for disaster management as done by NCR.
9. Divisions with 03 or more Accidents during last year to be very careful in working. (JU Div- 03 cases during last year)
10. Number of GDRs done and abnormalities noticed to be compiled.
11. Summer precautions list to be prepared and submitted to RB on priority.
12. NWR is nominated to carry out the study for "Supervision of Track maintenance" for which SrDSO of all the divisions and DyCSO/Engg. shall move to the field to study the maintenance practice and workload. They shall also visit the PWI depot to sample check the quality of safety assets and may send the sample of the material to CMC lab to find out its quality.
13. DyCSO/Engg and other Engg. background officers shall sample check the USFD and monitor the IMR report not submitted within the prescribed time of 03 days.
14. A booklet for Accident management information for supervisors has been prepared by SER copy of the same may be collected to educate all concerned.
15. Position of manpower sanctioned vis-à-vis man power posted to be prepared and sent to perusal of RB/GM.
16. Time lag in making entry in SIMS to be avoided.

(No. NWR/HQ/Safety/DG Safety/meetings date 06.04.2026)

  
 06/04/26  
 (Sant Ram Meena)  
**PCSO/NWR**

**DyCSOs/Safety/NWR**  
**Sr DSOs – All, BKN, JP & JU**