

NORTH WESTERN RAILWAY

Headquarter Office
Jaipur
Date.04.04.2025

No. NWR/HQ/Safety/SD/08/25

Safety Drive No. 08/2025

DRMs- AII, BKN, JP, JU.

Sub: Week-Long Safety Drive for the month of April'25.

Ref: (i) Railway Board's Letter No. 2025/Safety(Imp)/3/Safety Calendar dated 13.03.2025 (Copy enclosed).

In reference to above letter, a week-long safety drive is to be launched with effect from 07.04.2025 to 13.04.2025 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 OHE structure such as checking of rail level, tilting of masts, Condition of embankments with respect to stability of masts, Condition of location number plate, etc.</p> <p>CREW: Crew Competency, Breath Analyzer Machine in Working order or not and CMS integration with BA, Spare BA availability.</p> <p>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.</p> <p>SPAD Drive: Drive to prevent SPAD cases.</p> <p>Footplate inspections, especially during night hours.</p> <p>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.</p> <p>Checking CVVRS recordings, where available , for the above to identify and counsel erring LPs/ALPs.</p> <p>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.</p> <p>Following all speed restrictions meticulously.</p> <p>Monitoring of Crew's braking technique for different types of load.</p>
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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.

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 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.

	<p>Detailed and intensive inspection of crew lobbies at officers' level.</p> <p>Counseling of all loco inspectors at officers' level.</p> <p>Unusual reported by crew should be monitored and addressed.</p>
MECHANICAL	<p>To check and ensure fitment of side frame key, shackle lock, Pivot pin washer in wagons.</p> <p>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.</p> <p>Check Side buffers in locomotives and coaches for height, drooping and cracks in the casting, completeness of bolts securing them with the rolling stock.</p> <p>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.</p>
S&T	<p>To check and ensure working of Data logger & its networking with Central System at Divisional HQ.</p> <p>Check to ensure proper working of DC Track Circuits in Rusty Rail Area.</p> <p>To check whether Both Track detection devices are working normally where Dual detection is provided.</p> <p>Proper Working of Earth Leakage Detector & Fire Alarm System.</p>
OPERATING	<p>Ensure that securing of vehicles in the running line/yard is being done as per extant rules.</p> <p>Shunting operations should be done and monitored strictly in accordance with the GR & SR.</p>
ENGINEERING	<p>Preparation of Hot Weather Precautions ensuring zero missing fitting, Completeness of ballast profile including De-stressing of LWRS.</p>

During the Calendar Safety 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/14U3AcNdDIyJQYlQow-7vVqepk7woYzEIawGFQbh8FN8/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 15.04.25 in following Performa.

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

(ii) No. of staff counselled.....

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 (Locomotive)						
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.

[Handwritten Signature]
04/04/25

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)



No.2025/Safety(Imp)/3/Safety Calendar

New Delhi, Dated: 13.03.2025

The General Managers,
All Zonal Railways &
Managing Directors, KRCL and DFCCIL.

Sub: Safety Calendar for 2025-26.

A Safety Calendar for the year 2025-26 has been prepared. A copy of the same is enclosed herewith. These week long monthly safety drives should be carried out during the second week of each month, beginning from Monday.

The aspects mentioned in this calendar 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 should be directed to critically analyze data to identify systemic deficiencies. Results of the monthly drive, bringing out systemic deficiencies and action taken/planned to be taken with timeline, should be sent to the Board by the end of third week of the month. 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

Phone/फोन: 011-23047427

SAFETY CALENDAR 2025-26

APRIL:

ELECTRICAL	<p>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.</p> <p>CREW: Crew Competency, Breath Analyzer Machine in Working order or not and CMS integration with BA, Spare BA availability.</p> <p>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.</p> <p>SPAD Drive:-Drive to prevent SPAD cases.</p> <p>Footplate inspections, especially during night hours.</p> <p>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.</p> <p>Checking CVVRS recordings, where available, for the above to identify and counsel erring LPs/ALPs</p> <p>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.</p> <p>Following all speed restrictions meticulously.</p> <p>Monitoring of crew's braking technique for different types of load</p> <p>Following of prescribed speed restrictions for BMBS rakes.</p> <p>Checking for any medical condition, medications (prescribed by both Railway and Private doctors) that may affect train driving</p> <p>Checking for foot plating of full beat by assigned loco inspectors</p> <p>Family counseling sessions being organized, their quality and attendance therein</p> <p>Road learning of track machine operators and tower wagon operators, and their competency certificates</p> <p>Checking of crew links where adequate rest is not built in practically</p>
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