

SAFETY SEMINAR CONDUCTED DURING 2023-24

Sl.	Date	Place of seminar	Topics of seminar	Staff attended
1.	05.4.2023	Crew Lobby/MLDT	Prevention of Train Parting/ Uncoupling	25
2.	06.4.2023	Crew Lobby/SBG	• Precautions to be taken by train crew for securing of train to prevent rolling down. Brake power continuity test should be done again by Loco Pilot and Guard in case the train is controlled mid-way for more than 15 minutes. The Loco Pilot may also do the brake feel test if the stoppage during is longer.	36
3.	18.04.2023	PWI/SBG's depot.	Hot weather precaution.	35
4.	20.4.2023	TRD DEPOT/JMP	• Prevention of SPAD. • Precaution in BMBS wagons. • Precaution during OHE failure.	38
5.	28.4.2023	Crew Lobby/JMP	• Working beyond stipulated hours of duty of running staff may led to fatigue and should be prevented. It should be ensured the LP and ALP is given adequate outstation rest as stipulated. • Actively pursue mixing of BOXNHL wagons having Knorr make BMBS with BOXNHL wagons having other make of BMBS/ Conventional brake system to the extent possible, depending upon the availability of BOXNHL wagons having other make of BMBS/ Conventional brake system, targeting max. 50% wagons with Knorr make BMBS in a freight train. It is a desirable condition, not a mandatory one.	21
6.	06.5.2023	CLB/MLDT	Precautions to be taken for working of trains during storm and strong wind (GR & SR 2.11)	56
7.	09.5.2023	Crew Lobby/BGP	• Prevention of Train Parting/ Uncoupling. • Prevention of SPAD.	35
8.	10.5.2023	Crew Lobby/SBG	• Precautions to be taken by train crew for securing of train to prevent rolling down. • Brake power continuity test should be done again by Loco Pilot and Guard in case the train is controlled mid-way for more than 15 minutes. The Loco Pilot may also do the brake feel test if the stoppage during is longer.	36
9.	20.5.2023	CLB/MLDT	• LP and ALP to have complete rest before sign-on. • All LPs must know the permissible hauling capacity of DSL locos in dry and wet Weather condition with various types of locos. • Precautions to be taken by train crew for securing of	

			train to prevent rolling down. • LP and ALP to continue watching signal and take action accordingly, till they arrive Close to signal.	
10.	24.05.2023	Crew Lobby/ JMP	• Prevention of SPAD. • Application of 'RS' by ALP. • Invalid BPC. • Counselling to LP/ALPs as per Safety drive items.	35
11.	27.5.2023	Crew Lobby/ JMP	• All crews are to be counselled to check the undercarriage of the loco at the Stations frequently for checking any dragging parts, if noticed at every opportunity. • Brake power continuity test should be done again by Loco Pilot and Guard in case the train is controlled mid-way for more than 15 minutes. The Loco Pilot may also do the brake feel test if the stoppage during is longer. • Knowledge of critical location and right-hand signal location.	46
12.	10.6.2023	CLB/SBG	A safety seminar organised at SBG lobby in presence of DME/MLDT on 10.06.2023 Sub : 1. Safety & security during train operation. 2. Avoid any incident (one month safety drive)	35
13.	12.6.2023	MLDT	Safety Seminar related to track as well as train safety and assurance of track maintainers related to safety. Gang 6 to 9 under SSE/P.Way/MLDT in presence of AEN/MLDT	35
14.	13.6.2023	KTJ	Safety Seminar at Khaltipur under SSE / P way / MLDT for counselling of track maintainer of Gang no- 6,7,8 and 9 regarding topics- (i) Safety rules, ii) Track protection (iii) Assurance of track protection by TM (iv) Detection & compliances of each defects (v) Relay to higher official about any defect for safe movement & unusual incident (vi) Track protection during work (vii) Information about vulnerable locations (viii) Information about board missing / displacement (ix) Improvement of working culture (x) Grievances of staff	36
15.	13.6.2023	SSE/pway/DGLE at NFK.	Safety Seminar at the Store cum Office premises of SSE/pway/DGLE at NFK.	49
16.	13.6.2023	MLDT/ PWI OFFICE UNITS NO -01 TO O5	safety seminar related to track as well as train safety and assurance of track maintainer related to safety at MLDT/ PWI OFFICE UNITS NO -01 TO O5 including ladies gang.	45
17.	15.6.2023	CLB/SBG	A introductory seminar organised at SBG lobby of newly ALP posted at SBG regarding 1.SPAD , 2.Process of LR 3.Uses of RS valve 4.Calling out signal aspect as per nomenclature loudly with hand gestures .	35
18.	17.6.2023	Coaching Yard/MLDT	Staff counselling of Rolling In/Out examination staff to educate about standard procedures, record issues and	25

			motivate about work ethics.	
19.	24.06 .23	Coaching Yard/MLDT	Supervisors & staff of C&W/JMP counselled by Sr. DME/MLDT regarding various safety issue and educate about standard procedure, records and motivate about work ethics.	32
20.	25.6.2023	PPT	Counseling Regarding Working During Total Failure Of Communication.	08
21.	01.7.2023	CLB/MLDT	- Knowledge of critical location and right hand signal location. - Look back by Loco Pilots should be ensured during run regularly at curves.	55 NOS.
22.	01.7.2023	CLB/SBG	- Reduce speed of train in case signal aspect is restrictive and not to presume aspect of next signal. - Maintain specified speed for Shunting at station & Yard.	43 NOS.
23.	08.07.2023	CLB/BGP	- Check the setting of points physically while passing a defective signal against paper authority is being ensured. - To avoid the tendency of packing their personal belongings while approaching the terminating station.	45 NOS.
24.	08.07.2023	CLB/JMP	- Continuity test to be conducted before accepting brake pipe certificate. - LP should not back the train without authority.	52 NOS.
25.	15.07.2023	CLB/MLDT	- Working in case of accident or failure of Communication. - Procedure during failure of Automatic signalling	54 NOS.
26.	16.07.2023	CLB/SBG	- LPs should observe GR & SR 9.02, 9.07, & 9.15. - LPs should closely monitor of the blower motors, if corresponding air flow relay is isolated.	45 NOS.
27.	22.07.2023	CLB/BGP	- Knowledge of critical location and right hand signal location. - Look back by Loco Pilots should be ensured during run regularly at curves.	42 NOS.
28.	23.07.2023	CLB/JMP	- Check the setting of points physically while passing a defective signal against paper authority is being ensured. - To avoid the tendency of packing their personal belongings while approaching the terminating station.	32 NOS.
29.	29.07.2023	CLB/MLDT	- Continuity test to be conducted before accepting brake pipe certificate. - LP should not back the train without authority.	52 NOS.
30.	02.8.2023	CLB/SBG	Safety seminar at SBG Crew Booking Lobby on the issue of SPAD.	35 NOS.
31.	13.8.2023	CLB/MLDT	Safety seminar conducted at CBL MLDT from 12:00 hr. on the subject 1).Mental preparedness to avoid SPAD, 2).Application of RS/ emergency brake by ALP in case of emergency to stop before red signal. 3).Call out of signal loudly with hand gesture indicating station name, line no. Signal name and it's aspect. 4).Use BPMS switch to stop incase of emergency	55 NOS.
32.	14.8.2023	CLB/MLDT	Safety seminar conducted at CBL MLDT from 12:45 on the subject 1) Mission Zero SPAD, 2).No	43 NOS.

			intoxication on duty 3) Application of RS emergency brake by ALP without hesitate to stop before (danger) signal. 4) Perfect Knowledge about the location of signal in junction/ big station and yard.	
33.	15.8.2023	R/ROOM MLDT	Safety seminar started at Simulator room of Running room/MLDT from 12:00 hr. ,Sr.DME MLDT sir discussed about 1) Prevention of SPAD,2) Interrogation with ALP about LR, use of RS emergency brake, 3) Interaction with LP & ALP of recent SPAD involved and asked the root cause, 4).Demo about callout of signals as per 1-2-3-4 rules. 5).Action of ALP when passing one yellow signal and coming next signal red but LP is not active to stop before red signal.	42 NOS.
34.	17.8.2023	CLB/MLDT	Safety seminar started at CBL MLDT from 12.00 hr. On the subject 1) Mission Zero SPAD, 2).No intoxication on duty 3) Action of LP ALP when one yellow signal passing, 4).Sound sleep at the first opportunity during rest period, 5).Call out of signal as per 1-2-3-4 rules.	45 NOS.
35.	22.8.2023	CLB/SBG	Safety seminar organised at SBG lobby in presence of AME/SBG, regarding safety point no 22,23,& 24 total 25 Participants attended.	40 NOS.
36.	28.8.2023	CLB/MLDT	Safety seminar conducted at CBL MLDT from 13:00 hr.on the subject 1).Prevention of SPAD CR 36 recommendations module, 2). Till ensure the signal aspect control the speed to stop in case of red signal. 3) brake feel, brake power test, 4) Take oath to zero SPAD. 5) Don't have alcohol on duty.	52 NOS.
37.	29.8.2023	CLB/MLDT	Safety seminar seminar conducted at CBL MLDT from 18:00 hr. on the subject:1).prevention of SPAD, 36 point CR recommendations module, 2).Brake feel, brake power test 3)..Don't have alcohol on duty.	32 NOS.
38.	30.8.2023	CLB/JMP	Conduct safety seminar at CBL JMP regarding 36 Points of prevention SPAD and 4 points agenda of counseling of ALP.	52 NOS.
39.	30.08.2023	CLB/MLDT	Safety seminar at CBL MLDT from 19.30 hr : CR recommendations for zero SPAD module.	35 NOS.
40.	31.8.2023	CLB/MLDT	Safety seminar continued 1).prevention of SPAD, 2).follow the CR recommendations 36 point for zero SPAD.	25 NOS.
41.	05.9.2023	CLB/SBG	- A safety seminar organised at SBG lobby regarding items of safety calendar September 2023 - Knowledge of GR&SR 3.75 - Knowledge of GR&SR 3.80&3.81 - Discuss to prevent SPAD cases main focus on item number 4,22,23 & 24	52 NOS.
42.	07.9.2023	CLB/MLDT	Safety seminar conducted at CBL MLDT from 17.15 hr. On the subject	45NOS.

			1).Prevention of SPAD, 2).CR 36 point recommendations for zero SPAD 3).Passing IBH signal at ON condition.	
43.	08.9.2023	CLB/JMP	Safety seminar continue in presence of CME/E&HM and AME/SBG at Lobby JMP.	52 NOS.
44.	11.9.2023	CLB/SBG	- A Safety saminar conducted by CLI/SBG in presence of AME/SBG. regarding: - Excess Load memo, - GR-3.75 Passing IBH on Red position - Points 22,23,24 & 25 to prevention of SPAD.	40 NOS.
45.	11.9.2023	CBL BGP	- A Safety saminar conducted by CLI/SBG in presence of AME/SBG. regarding: - Excess Load memo, - GR-3.75 Passing IBH on Red position - Points 22,23,24 & 25 to prevention of SPAD.	55 NOS.
46.	10.9.2023	CBL MLDT	Safety seminar regarding GR&SR-3•75,/ 3•80,3•81and 5•23	30 NOS.
47.	13.9.2023	CLB/SBG	- A safety seminar conduct by CLI/SBG Regarding- safety calendar for the month of Sept-2023 (GR-3.75, 3.80 & 3.81), - Prevention "SPAD" point no- 22,23,24 & 25.	42 NOS.
48.	12.9.2023	CBL MLDT	- Crew counseling at CBL MLDT Regarding - GR&SR-3•75 IBP SIG Pass at on, - GR&SR-3•80,3•81 Duties of Loco Pilot when an approach stop signal,and departure signal is on or defective, - GR&SR-5•23 Securing of vehicles at station. By CLI- S DAS,S BASKEY.	35 NOS.
49.	15.9.2023	CLB/SBG	Seminar organised at CBL/SBG Regarding new signal between CTR-RPH section	25 NOS.
50.	15.9.2023	CBL MLDT	- Safety counselling regarding prevention of SPAD and safety calendar September - GR SR 3.75,3.80 and 3.81.	24 NOS.
51.	14.9.2023	CLB/JMP	Safety seminar at CBL/JMP regarding Excess Load memo, GR-3.75 Passing IBH on Red position and four (4) points 22,23,24 & 25 to prevention of SPAD.	35 nos.
52.	23.9.2023	CLB/SBG	A discussion about how to calculate brake power percentage , knowledge about hauling capacity of DSL locomotive & served banking pilot memoin originating station,pilot mWhen BPC became invalid, monsoon precautions Lectured by Sri VKSingh/CLI/SBG.	32 NOS.
53.	23.9.2023	CLB/JMP	Conduct safety seminar at CBL/JMP regarding Excess Load memo, GR-3.75 Passing IBH on Red position and four (4) points 22,23,24 & 25 to prevention of SPAD.	28 NOS.
54.	22.9.2023	CBL MLDT	Safety seminar started at CBL MLDT from 12.30 regarding prevention of SPAD	32 NOS.

55.	27.9.2023	CLB/SBG	A safety Seminar conduct by CLI/SBG Regarding:- 1. Prevention Roll down. 2. Duty of LP&ALP while signal passing at one yellow.	25 NOS.
56.	28.9.2023	CBL/MLDT	- Safety seminar started at CBL MLDT from 17.30 on the subject 1).Train Working when IBH signal red, 2) Follow CR 36 point recommendations for zero SPAD, 3) Securing of Load/Train 4).Action of LP and ALP when passing one yellow signal.	32 NOS.
57.	08.10.203	CLB/JMP	Conduct safety seminar at CBL JMP regarding GR/SR-4.14 & 3.75 and SPAD.	50 NOS.
58.	04.10.2023	CLB/JMP	Safety counseling at CBL JMP regarding SPAD Prevention guideline and Panto entanglement.	35 NOS.
59.	13.10.2023	CLB/MLDT	Safety seminar started at CBL MLDT from 17:30 hr on the subject 1).Prevention of SPAD, follow the CR 36 point recommendations for zero SPAD 2).Securing of Load/Train 3).Procedure of long haul train working, 4).Action of LP and Alp when one yellow signal passing,	55 NOS.
60.	14.10.2023	CLB/SBG	A safety seminar conducted by CLI/SBG Regarding- 1. Foggy & inclement weather Precautions 2. Prevention "SPAD" 3. Debate of safety Calendar for the month of OCT-2023. 4. Shunting precautions as per GR- 5.13	42 NOS.
61.	15.10.2023	NFK STN.	A safety seminar conducted by TI & SM/NFK Regarding- 1. Foggy & inclement weather Precautions 2. safety Calendar for the month of OCT-2023. 4. Shunting precautions as per GR- 5.13	35 NOS.
62.	16.10.2023	CLB/SBG	A Technical class of electrical loco trouble shooting organised at SBG Lobby on 16.10.2023 in presence of Sri UK Modak /Inspector Training School Asansol .All CLI of SBG are present . The Class will run up to 18.10.2023 from 10.30-13.30&14.30-17.30	43 NOS.
63.	19.10.2023	CLB/MLDT	Safety seminar started at CBL MLDT from 12:45 hr. on the subject 1).Brake feel, Brake power test, 2).Loco undercarriage check, 3).Securing of train/Load, 4).Prevention of SPAD 5).Action of LP & ALP when passing one yellow signal.	45 NOS.
64.	27.10.2023	PW DEPOT/ JMP	Safety Seminar with Track Man regarding winter precautions.	34 NOS.
65.	28.10.2023	CLG STN.	Safety Counselling as well as Inspection At CLG by Safety Team led by ADSO/MLDT	42 NOS.
66.	30.10.2023	SBG STN.	Counselling At SBG Regarding Safety Rules, Load Securing, Safe Shunting as well as ways to Reduce Pre Departure Detention....	34 NOS.
67.	01.11.2023	CLB/SBG	- Train operation during foggy weather as per GR- 3.61 - Discuss regarding train accident on SC railway. - Prevention SPAD point no- 22, 23, 24 & 25	52
68.	03.11.2023	CBL MLDT	1).Call out of signal aspect, 2).Action of LP and ALP when passing one yellow signal 3).Follow CR recommendations 36 point for zero SPAD 4).procedure of train working in foggy weather.	44

69.	08.11.2023	CBL/SBG	Safety seminar started at from 11:00 hrs on the subject 1).Follow CR 36 point recommendations for zero SPAD, 2).Call out of signal Indicating station name, line no., signal name/no. and aspect loudly by both each other after ensuring with hand gesture pointing towards signal as per 1-2-3-4 rules. 3) When passing one yellow signal ALP shall keep his hand on RS emergency brake valves and in case LP is not acting according to signal apply the RS to stop the train before danger/red signal. 4) Don't engage yourself for your personal belongings before dead stop. 5) train operation during Foggy weather.	48
70.	08.11.2023	CBL MLDT	Safety seminar on the subject 1).Follow CR 36 point recommendations for zero SPAD, 2).Call out of signal Indicating station name, line no., signal name/no.and aspect loudly by both each other after ensuring with hand gesture pointing towards signal.as per 1-2-3-4 rules. 3)When passing one yellow signal Alp shall keep his hand on RS emergency brake valves and in case LP is not acting according to signal apply the RS to stop the train before danger/red signal.4). Don't engage yourself for your personal belongings before dead stop.	53
71.	09.11.2023	CBL MLDT	Safety seminar started at from 12:00 hr. On the subject 1).SPAD, (a) Reason of SPAD (b) How to prevent. Discussed & interrogated to find out the practical causes of SPAD & How to prevent it.	56
72.	09.11.2023	CBL/JMP	□□□□ □□□□□□□□ □□□ Sr. DME /JMP □□ AEE/TRD/JMP, AOM/ Safety □□□□□□ □□□□ □□ □□□□□ □□□□ □□ SPAD □□ □□□□□	58
73.	10.11.2023	CBL MLDT	Safety seminar started at Simulator room MLDT from 11:45 hr. AME(p) /MLDT started interaction with crew regarding reasons of SPAD and how to prevent it.	36
74.	13.11.2023	CBL/JMP	Discussion with crew regarding prevention of SPAD and train operation during foggy weather at CBL/JMP	32
75.	13.11.2023	CBL/BGP	Safety Seminar for prevention of SPAD in Bhagalpur lobby in the presence of AME.	38
76.	13.11.2023	CBL/MLDT	Safety seminar started at CBL MLDT from 13:15 hr. Regarding prevention of SPAD, foggy weather precautions.	
77.	14.11.2023	CBL/BGP	Chalak sang Chintan in Bhagalpur Crew lobby.	35
78.	14.11.2023	CBL/CLG	10 nos interaction with crew at CLG regarding prevention SPAD by CLs/SBG	43
79.	14.11.2023	CBL/JMP	Safety seminar conducted at CBL/JMP regarding prevention of SPAD 2) Signal call out procedure with hand gesture. 3) Train operation in Foggy weather. 4) Mission Zero SPAD & GR & SR (3.61& 3.62 & 3.78)	44
80.	15.11.2023	CBL/JMP	Breathing exercise at CBL JMP in presence of Sr.DME/JMP and AEE/TRD JMP	42
81.	22.11.2023	CBL/MLDT	on the subject 1).Prevention of SPAD 2) Foggy weather precautions 3).Loco undercarriage check 4).Brake feel, Brake power test.	47

82.	02.12.2023	CLB/SBG	- Loco Pilot to whistle frequently to warn the gateman (where provided) and road users of an approaching train at level crossing. - In Absolute Block System the speed should not exceed 75 KMPH .	54
83.	04.12.2023	CLB/BGP	- Brake power continuity test should be done again by Loco Pilot and guard in case the train is controlled mid-way for more than 15 minutes The Loco Pilot may also do the brake feel test if the stoppage duration is longer. - Twin pipe working should be ensured in BMBS rake special checks should be carried out in the siding to confirm twin pipe working after loading.	29
84.	08.12.2023	CLB/MLDT	During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction, this speed shall in any case not be more than 75 KMPH.	35
85.	08.12.2023	CLB/JMP	During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction, this speed shall in any case not be more than 75 KMPH.	29
86.	16.12.2023	CLB/JMP	During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction, this speed shall in any case not be more than 75 KMPH	33
87.	21.12.2023	CLB/BGP	- Brake power continuity test should be done again by Loco Pilot and guard in case the train is controlled mid-way for more than 15 minutes The Loco Pilot may also do the brake feel test if the stoppage duration is longer. - Twin pipe working should be ensured in BMBS rake special checks should be carried out in the siding to confirm twin pipe working after loading.	29
88.	23.12.2023	CLI/MLDT	- All shunting operation within the station section should be avoided once the line clear is granted/ obtained for movement of freight trains in the graded block section. - Catch siding; slip siding and sand humps should be maintained properly.	39
89.	26.12.2023	CLB/SBG	During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction, this speed shall in any case not be more than 75 KMPH.	45
90.	06.01.2024	MLDT	Loco Pilot to whistle frequently to warn the gateman(where provided) and road users of an approaching train at level crossing.	38
91.	08.01.2024	SBG	Brake power continuity test should be done again by Loco Pilot and guard in case the train is controlled mid-way for more than 15 minutes The Loco Pilot may also do the brake feel test if the stoppage duration is longer.	35
92.	09.01.2024	BGP	Use of FSD in trains to help pilots avoid delays and stick to their timetable during foggy weather.	36
93.	13.01.2024	JMP	In Absolute Block System the speed should not exceed 75 KMPH as detailed at item(1) above.	26

			In Automatic Block Territory the Speed will be subject to the judgment of the Loco Pilot	
94.	20.01.2024	MLDT	If more than 50% wagons are BMBS type in the formation than speed be limited to 50 kmph on DN gradient of 1 in 100 steeper as per latest RDSO guidelines.	37
95.	22.01.2024	SBG	- All shunting operation within the station section should be avoided once the line clear is granted/ obtained for movement of freight trains in the graded block section. - Catch siding; slip siding and sand humps should be maintained properly.	49
96.	26.01.2024	JMP	- Brake power continuity test should be done again by Loco Pilot and guard in case the train is controlled mid-way for more than 15 minutes The Loco Pilot may also do the brake feel test if the stoppage duration is longer. - Twin pipe working should be ensured in BMBS rake special checks should be carried out in the siding to confirm twin pipe working after loading.	36
97.	01.02.2024	BGP	All crew are to be counselled to check the under carriage of the loco at the stations frequently for checking any dragging parts, if noticed at every opportunity.	28
98.	03.02.2024	MLDT	- Not to consume any sedative drugs during on duty and eight hours prior to reporting for duty. - Take proper rest at head quarter and running rooms. Not to indulge in unnecessary debates in running rooms.	28
99.	05.02.2024	SBG	Conduct brake continuity test and brake feel test as per laid down procedure and Loco pilot to inform about poor brake power/ Poor controlling of train to TLC/ Section controller at first available opportunity and must record in CMS/unusual register at the time of sign off.	48
100.	04.02.2024	JMP	- run and kept in his bag in switched off mode. - All LPs must know the permissible hauling capacity of Diesel Loco in dry and wet weather condition with various types of Locos.	21
101.	16.02.2024	BGP	- Proper learning road of the crew must be ensured and crew due for refresher and PME should be booked for completion. - Provision of walkie-talkie for crews on all trains and walkie-talkies issued to each loco crew and guard should be in proper charged	36

			and working condition for effective communication between Crew & guard.	
102.	19.02.2024	MLDT	- Invalid BPC- Ensure Validity of BPC after taking over charge of the train. - If BPC not Valid then highlight to TLC and CNL. - Revalidation of BPC is to be carried out jointly by Guard and Driver (at non TXR point) as per GDR checks(Ref.WTT page No XXVIII).	42
103.	24.02.2024	SBG	- If BPC not Valid then highlight to TLC and CNL. - Revalidation of BPC is to be carried out jointly by Guard and Driver (at non TXR point) as per GDR checks(Ref.WTT page No XXVIII).	55
104.	23.02.2024	JMP	- Provision of walkie-talkie for crews on all trains and walkie-talkies issued to each loco crew and guard should be in proper charged and working condition for effective communication between Crew & guard. - Proper rest of crew in running room should be ensured through surprise inspection at officer's level and adequate facilities should be ensured in running rooms for ensuring quality rest of running staff.	32
105.	02-03-24	MLDT	- Loco Pilot Should conduct BP Continuity Test, Brake Feel & Brake Power test of the train as prescribed. - Loco Pilot Should not use Mobile Phone while on run. Random checking of call details of crew while on duty with service provider is to be conducted and defaulters should be dealt with D&AR. - ALPs should apply emergency brake by opening RS Valve in case LP is not vigilant or not reacting according to signal aspect. Practical training for emergency brake. - By passing of Loco Safety items (IP cock, VCD, AWS etc) by the crew should not be allowed. During working, if required to isolate any safety items, it should be noted in loco log book with information to TLC/PCNL. No Loco shall be turned out from shed with defective safety items. - Sanding system of Locomotive should be ensured in working condition and should	31

			be ensure availability of Sand in Locomotive's Box. • Loco under gear also to be checked for loosening of any fastening, hanging parts and any weld failure.	
106.	04-03-24	BGP	• Loco Pilot Should conduct BP Continuity Test, Brake Feel & Brake Power test of the train as prescribed. • Loco Pilot Should not use Mobile Phone while on run. Random checking of call details of crew while on duty with service provider is to be conducted and defaulters should be deal with D&AR. • ALPs should apply emergency brake by opening RS Valve in case LP is not vigilant or not reacting according to signal aspect. Practical training for emergency brake. • By passing of Loco Safety items (IP cock, VCD, AWS etc) by the crew should not be allowed. During working, if required to isolate any safety items, it should be noted in loco log book with information to TLC/PCNL. No Loco shall be turned out from shed with defective safety items. • Sanding system of Locomotive should be ensured in working condition and should be ensure availability of Sand in Locomotive's Box. • Loco under gear also to be checked for loosening of any fastening, hanging parts and any weld failure.	29
107.	06-03-24	JMP	• Loco Pilot Should conduct BP Continuity Test, Brake Feel & Brake Power test of the train as prescribed. • Loco Pilot Should not use Mobile Phone while on run. Random checking of call details of crew while on duty with service provider is to be conducted and defaulters should be deal with D&AR. • ALPs should apply emergency brake by opening RS Valve in case LP is not vigilant or not reacting according to signal aspect. Practical training for emergency brake. • By passing of Loco Safety items (IP cock, VCD, AWS etc) by the crew should not be	18

			allowed. During working, if required to isolate any safety items, it should be noted in loco log book with information to TLC/PCNL. No Loco shall be turned out from shed with defective safety items. • Sanding system of Locomotive should be ensured in working condition and should be ensure availability of Sand in Locomotive's Box. • Loco under gear also to be checked for loosening of any fastening, hanging parts and any weld failure.	
108.	07-03-24	SBG	• Loco Pilot Should conduct BP Continuity Test, Brake Feel & Brake Power test of the train as prescribed. • Loco Pilot Should not use Mobile Phone while on run. Random checking of call details of crew while on duty with service provider is to be conducted and defaulters should be deal with D&AR. • ALPs should apply emergency brake by opening RS Valve in case LP is not vigilant or not reacting according to signal aspect. Practical training for emergency brake. • By passing of Loco Safety items (IP cock, VCD, AWS etc) by the crew should not be allowed. During working, if required to isolate any safety items, it should be noted in loco log book with information to TLC/PCNL. No Loco shall be turned out from shed with defective safety items. • Sanding system of Locomotive should be ensured in working condition and should be ensure availability of Sand in Locomotive's Box. • Loco under gear also to be checked for loosening of any fastening, hanging parts and any weld failure.	46
109.	21-03-24	MLDT	• Ambush checks and extensive footplate inspection up to destination of the crew by officers and Loco Inspector, particularly during night hours shall be ensured. • Loco Pilot should be advised to stop the train at adequate distance before foot of	44

			signal when the same is at ON Position, so as to have clear view of signal from cab, subjects to clearing of fouling mark • Running staff should be advised to avoid packing of their personnel belongings on run while approaching the terminating station. • Ensure arrangement for filling prescribed quality of sand in all crew changing points and availability of register to obtain acknowledgment from loco pilots after filling sand. • Ensure proper functioning of Air Driers and wipers • No Loco Should be taken over from shed with deficient safety equipment. • To avoid parting LPs should follow-(i) Ensure starting if Train without jerk (ii) Notching of trains after AFI coming to zero/original position (iii) Ensure proper Locking of CBC. • LP should not back the train without authority	
110.	22-03-24	BGP	• Ambush checks and extensive footplate inspection up to destination of the crew by officers and Loco Inspector, particularly during night hours shall be ensured. • Loco Pilot should be advised to stop the train at adequate distance before foot of signal when the same is at ON Position, so as to have clear view of signal from cab, subjects to clearing of fouling mark • Running staff should be advised to avoid packing of their personnel belongings on run while approaching the terminating station. • Ensure arrangement for filling prescribed quality of sand in all crew changing points and availability of register to obtain acknowledgment from loco pilots after filling sand. • Ensure proper functioning of Air Driers and wipers • No Loco Should be taken over from shed	32

			with deficient safety equipment. • To avoid parting LPs should follow-(i) Ensure starting if Train without jerk (ii) Notching of trains after AFI coming to zero/original position (iii) Ensure proper Locking of CBC. • LP should not back the train without authority	
111.	24-03-24	SBG	• Ambush checks and extensive footplate inspection up to destination of the crew by officers and Loco Inspector, particularly during night hours shall be ensured. • Loco Pilot should be advised to stop the train at adequate distance before foot of signal when the same is at ON Position, so as to have clear view of signal from cab, subjects to clearing of fouling mark • Running staff should be advised to avoid packing of their personnel belongings on run while approaching the terminating station. • Ensure arrangement for filling prescribed quality of sand in all crew changing points and availability of register to obtain acknowledgment from loco pilots after filling sand. • Ensure proper functioning of Air Driers and wipers • No Loco Should be taken over from shed with deficient safety equipment. • To avoid parting LPs should follow-(i) Ensure starting if Train without jerk (ii) Notching of trains after AFI coming to zero/original position (iii) Ensure proper Locking of CBC. • LP should not back the train without authority	52
112.	28-03-24	JMP	• Ambush checks and extensive footplate inspection up to destination of the crew by officers and Loco Inspector, particularly during night hours shall be ensured. • Loco Pilot should be advised to stop the train at adequate distance before foot of	28

			signal when the same is at ON Position, so as to have clear view of signal from cab, subjects to clearing of fouling mark • Running staff should be advised to avoid packing of their personnel belongings on run while approaching the terminating station. • Ensure arrangement for filling prescribed quality of sand in all crew changing points and availability of register to obtain acknowledgment from loco pilots after filling sand. • Ensure proper functioning of Air Driers and wipers • No Loco Should be taken over from shed with deficient safety equipment. • To avoid parting LPs should follow-(i) Ensure starting if Train without jerk (ii) Notching of trains after AFI coming to zero/original position (iii) Ensure proper Locking of CBC. • LP should not back the train without authority	
--	--	--	---	--