

Eastern Railway



Office of PCOM.
17, N. S. Road, Fairlie Place,
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E~Safety Bulletin

Operating Department



Eastern Railway
Kolkata

Aug - Oct
2025

Chief Patron's Message

Head Quarter operating department has issued 3rd edition of quarterly "e-Operating Safety Bulletin" to facilitate all safety category Staff on current safety issues and initiatives. In light of the safety Bulletin, laid down procedures needs to be counseled with existing norms & practice.

I am confident that the bulletin will undoubtedly prove to be an effective guide in the efficient working of Railwaymen.

Date: 30.10.2025

Saumitra Biswas
Principal Chief Operations Manager.

Editorial Team

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महत्वपूर्ण निर्देश

Important Instructions

- ❖ एम.एस.डी.एसी या एस.एस.डी.एसी. को हार्ड रीसेट करने से पहले या पैनल/ वी.डी.यू. से आपातकालीन प्वाइंट/रूट संचालन से पहले, भौतिक रूप से ट्रैक की निकासी सुनिश्चित करें।
Before hard resetting M.S.D.A.C. or S.S.D.A.C. or Emergency Point/ Route operation on Panel/ V.D.U, ensure clearance of track physically.
- ❖ स्टेशन/यार्ड पर स्थिर भार वैगन/ कोचिंग रैक सुरक्षित करने के लिए मौजूदा नियमों के अनुसार सभी निर्धारित प्रक्रियाओं का पालन करें।
Comply all laid down procedure as per extant Rules for securing of stabled load/rake at Station/Yard.
- ❖ ट्रेन की आवाजाही/परिचालन के दौरान किसी भी शॉर्ट कट प्रक्रिया का पालन न करें।
Don't adopt any short cut procedure during train movement/operations.
- ❖ किसी भी असुरक्षित स्थिति की तुरंत रिपोर्ट करें।
Report any unsafe condition immediately.
- ❖ अपने कार्य क्षेत्र को साफ सुथरा रखें।
Keep your work area neat and clean.
- ❖ ट्रेन के साथ ऑल राइट सिग्नल का आदान-प्रदान करते समय सुनिश्चित करें कि ट्रेन सुरक्षित रूप से चल रही है।
Ensure train is running safely while exchanging ALL RIGHT Signal with a train.
- ❖ सभी रिकॉर्ड/रजिस्ट्रों का उचित रखरखाव करें।
Maintain all records/registers properly.
- ❖ एस.डब्ल्यू.आर के अनुसार सभी आवश्यक उपकरणों की उपलब्धता और उनकी कार्यशील स्थिति की जांच करें।
Check availability of all Essential Equipments and their working condition as per SWR.
- ❖ सभी नवीनतम सर्कुलर, आदेश, शुद्धिपत्र, तथा टेक्नोलॉजी से अवगत रहें।
Keep updated with latest Circular, Order, Corrigendum Slips, Technologies.
- ❖ सभी सुरक्षा श्रेणियों के कर्मचारियों को नियमित सुरक्षा काउंसलिंग प्रदान करें/ निश्चित समय अंतराल पर सुरक्षा बैठक की व्यवस्था करें।
Provide regular safety counseling/ arrange safety meeting in frequent interval to all safety categories staff.
- ❖ हमेशा याद रखें कि एक छोटी सी गलती बड़ी आपदा का कारण बन सकती है।
Always remember that a small mistake may cause big disaster.

Working of Trains in Thick Foggy and Tempestuous Weather



VTO (Visibility Text Object)

- ❖ Divisions to ensure that VTO must be specified in SWR and their normal visibility from the nominated place.
- ❖ In foggy and tempestuous weather, when the VTO is not visible from the station building or nominated place, it is to be ensured that all the signals of the station are lit.
- ❖ Consequently, fog signalman shall be called to proceed to fog signal posts in either direction i.e. 270 meters in rear of the First Stop Signal. Each of these men shall be provided with 20 detonating (02 boxes) signals or as may be prescribed under Special Instructions.
- ❖ The Fog Signalmen shall place one detonator at the Fog Signal Post and another at a distance of 10 meters from it and will stand at 45 meters safety radius with BOHS to warn the LP.

- ❖ As soon as the engine explodes 02 detonators, the LP shall immediately bring his train under his control and shall observe the aspects of the FSS, 270 meters ahead.
- ❖ In single line section, the Fog Signaller shall show proceed hand signal to LP of outgoing train.



Fog Signal Register:

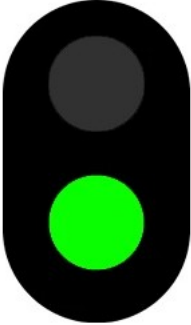
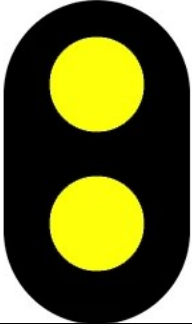
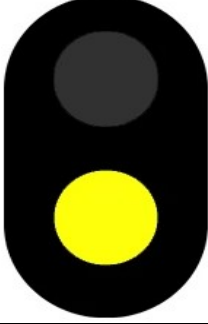
- ❖ A “Station Detonators Register” must be maintained at each station, and must show the names of Fog Signalmen, on duty, periods of duty, the stocks of detonators, the number of detonators sent out with each Fog Signaller, the number of each train under which the detonators have been exploded, and the number of unused detonators and used cases returned each time by Fog Signaller to the SM on duty.
- ❖ The SM will obtain the signature or thumb impression of all Fog Signalmen in the “station detonator register” as an acknowledgement that they understand the rules relating to the fog signaling of train.

However, under the following circumstances, the use of detonators is dispensed with:-

- In sections where a reliable Fog Safe Device has been provided on Locomotives/Train.
- Where adequate pre-warning is provided i.e. at stations where double distant signals are provided.
- Where maximum speed allowed in the station section is upto 15 kmph., even at station where pre-warning signal is not available, but a Warning Board exists.
- Where speed of the section is less than 50 kmph.(but more than 15 kmph.) and the first signal of a station is not a Stop signal.
- In Automatic Signalling territory.
- On Gate signal.
- On Departure signal.
- At the site(s) of Temporary Speed Restriction imposed due to maintenance of Track/OHE/Signal.



The LP shall not exceed the following speed in Automatic Block System-

Aspect	Indication	Maximum Specified speed
	Green	<ul style="list-style-type: none"> 75 Kmph (with working FSD.) 60 kmph with defective FSD/ when FSD not available)
	Double Yellow	30 Kmph
	Single Yellow	Restricted Speed And Prepared To Stop At Next Stop Signal.



If any portion of a train become detached,
while in motion,

TM takes the following action immediately;

❖ Applying the Hand Brake:

The immediate physical action is to apply his hand brake. This is crucial for stopping the rear, detached portion of the train to prevent it from running away or colliding with the front section.

❖ Signaling the Loco Pilot:

Consequently, TM must communicate the situation to LP

By Day:	By Night:
Waving up and down a green signal (flag).	Waving white light vertically as high and as low as possible

This signal alerts LP that the train has parted and that they should be prepared to stop the front portion as well.

❖ As soon as the rear portion of a train has been brought to a stand, TM shall protect that portion in accordance with Rule 6.03 both in the front and the rear, and take steps to secure the vehicles in stationary position by pinning down hand brakes and wherever necessary and prescribed by special instructions by use of sprags and chains also.

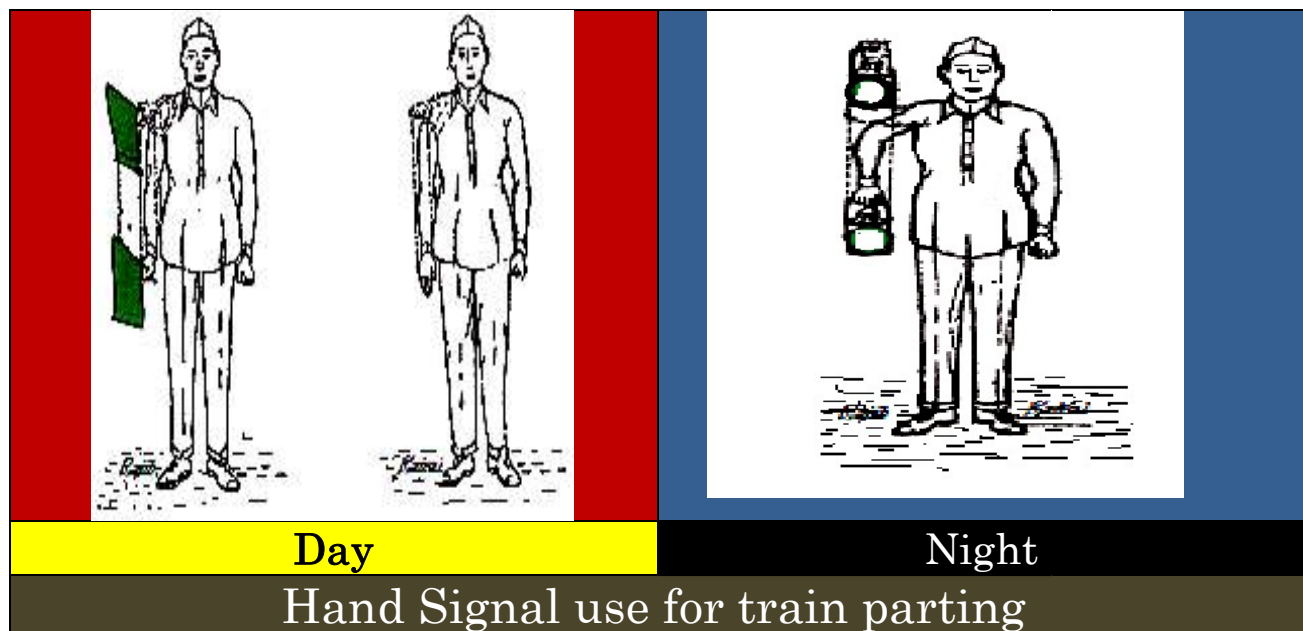
❖ In the absence of TM, the duties of TM specified in this rule shall devolve on the LP.

Action taken by LP:

- ❖ If the Loco Pilot comes to know that the train has parted, he should put on flasher light immediately.
- ❖ LP should give (—0—0) whistle repeatedly to attract attention of the Guard till acknowledged by Guard (by waving green signal up and down by day and white light by night).
- ❖ Loco Pilot should keep the front portion of the train moving until the rear portion has come to a stand.
- ❖ If the Loco Pilot finds it necessary to proceed to the station ahead, he must, on approaching the station, give (—0—0) whistle repeatedly to warn the station staff.

Action taken by SM- onduty:

- ❖ The station Master on realizing the situation must promptly admit the train into the station on a vacant line, and immediately inform the station in rear that the train has parted and that the rear portion may roll back.
- ❖ Station Master of both end will set a clear line immediately when the parted train has arrived, clear line will be set by setting sand hump or derailling switch if available.
- ❖ If the front portion already passed the LSS signal the SM will send (6 pause 3) beat to the SM of station in advance. If however, the rear portion is following the front portion, the Station Master must attract the TM's attention to bring a stand by the application of brakes by TM.
- ❖ If the Station staff/Gateman notices that train is running in parted condition, they will endeavour to attract the attention of the Loco Pilot and TM by waving up and down a green signal by day and white light by night.



Safety Slogan

"Safety is paramount issue."

Recent Safety improvement:



RNG



58 BCN HL empty secured properly in DD2 RNG

Monitoring of Securing of Stabled load over ER through designated What-app Group on daily basis, based on GI tag Based Photographs.



Station Essential Equipments such as Safety Chains, Iron Skids, and Clamps have been painted with red Color for better visibility.



Audio Visual Based field counseling & Safety Seminars organized for field Staff.

SL	Circumstances	Code
1.	While Granting LC in Absolute Block System & Offering train in Automatic Block System.	LC
2.	Line clear cancellation	LCC
3.	Allowing maintenance work/rectification of failure with SI	SI4
4.	Made over and returning of Relay Room Key	RR
5.	Non Interlocked working at LC Gate .	NILC
6.	Clearance of Section during the failure of BPAC .	BPAC
7.	Relaying Last Vehicle number to SCNL of a train with LV.	LV
8.	Reported to the advance station about any abnormality noticed in through passing train	ABN
9.	During Line blocking and clearance	LBC
10.	After securing and releasing a stable load .	SBL
11.	Block back	BB
12.	Block forward	BF
13.	During program NI work, as a confirmation of proper setting and clamping a point with Goomty SM.	PNI
14.	Changing of DP for Reversible line in Automatic Block System	DPR
15.	SMR Night inspection	SNI
16.	Relaying new TSR to CNL and concerned notice stations.	TSR
17.	Permitting Traffic Block	TB
18.	Permitting Power Block	PB
19.	Emergency cross-over testing	EXT
20.	Confirmation of route set and lock while serving T/369(3b) with SCNL	RUT
21.	Before issuing advance authority to proceed T/369(1) as a confirmation for direct taking of home signal is complied.	AP
22.	Report any abnormality to SCNL such as Rail fracture etc	SCNL
23.	Misc (such as with SM performed single duty, required to go outside, Checking alertness of LC gateman etc	MIS

A set of standardized codes has been provided for Private Number Sheets to streamline the recording process on PN Sheets, enhancing efficiency, clarity, while minimizing the risk of errors due to cumbersome manual entries of full context for each operational scenario.