

SAFETY BULLETIN

OCT-
DEC
2024

Safety Department
Eastern Railways



संरक्षा पुनराश्वासन

Sanraksha Punarashwasan



Mock Drill with NDRF in Malda Division



Awardees for Outstanding contribution in Safety with GM/ER

INDEX

Sl. No.	Contents	Page No.
1.	Patron's Message	3
2.	From the Editor's Desk	5
3.	Editorial Board	6
4.	Outstanding Achievements in field of Safety	7-10
5.	Safety Summary	11
6.	Safety Drive	12-13
7.	Safety Circular of Nov/2024 by COM/G	14-15
8.	Safety Circular of Dec/2024 by ATM/Rules	16-19
9	Railway Board Guidelines for Prevention of accidents and SPAD incidences.	20-23
10	Instruction for Precautions to be taken by the crew when failure of Signals between Two or more Block stations in automatic block section by CEE/OP	24
11.	Instruction for special counselling to Loco pilots and Shunting Loco Pilot During shunting over Shunt signal by CELE/ER	25
12.	Instruction for Precautions to be observed by Railway officials on footplate duty in Driver's Cab by PCEE/ER	26
13.	Instruction for One round special counselling to Running Staff by CEE/OP	27
14.	Talking points of PCEE/ER on SDAH crew lobby	28-29
15	Schedule inspection for night stabling three phase AC EMU rakes daily inspection (DI)	30-31
16	Good work done by divisions for improvement of safety	32-39

Patron's Message

मिलिन्द देऊस्कर

महाप्रबंधक

Milind Deouskar
GENERAL MANAGER



पूर्व रेलवे

महाप्रबंधक कार्यालय,
17, नेताजी सुभाष रोड,
कोलकाता 700001

EASTERN RAILWAY

Office of General Manager
17, Netaji Subhash Road,
Kolkata- 700 001

Date: 21.01.2025

MESSAGE

It is with great satisfaction that I announce the release of the latest edition of the ER Safety Bulletin. Sanraksha Punarashwasan. This issue emphasizes critical safety measures, featuring insightful technical articles, essential Joint Procedure Orders (JPOs), vital safety guidelines and good work by divisions. Additionally, it showcases the commendable efforts of our employees in accident prevention.

I encourage every member of the Railway family to view Sanraksha Punarashwasan not merely as a publication but as an essential resource for safeguarding lives and enhancing operational safety. Let us wholeheartedly adopt the mantra 'Safety first for better performance'. Safety is more than a principle – it is a fundamental responsibility that must guide every aspect of our Railway operations and maintenance.

I extend my sincere gratitude to the safety team for their tireless dedication and am confident that this initiative will contribute significantly to advancing the safety standards of Eastern Railway to new heights.

(Milind Deouskar)
General Manager

From the editor's Desk



राम बहादुर राय
प्रधान मुख्य संरक्षा अधिकारी
Ram Bahadur Rai
Principal Chief Safety Officer



Eastern Railway
1st Floor, Fairlie Place,
17, Netaji Subhas Road
Kolkata - 700 001
Mobile : 9002020990
E-mail : csqhery@gmail.com

21st January 2025

MESSAGE

Eastern Railways facilitates the daily transportation of a large number of passengers and essential goods. Ensuring safety is of utmost importance to protect the lives of passengers, prevent accidents, and avoid disruptions that may result in significant time and financial losses, especially in the case of goods trains.

To achieve this, it is crucial to cultivate a strong sense of safety awareness among the staff and ensure they are well-informed about the latest safety protocols and instructions.

This bulletin is issued as part of our continuous effort to emphasize critical and updated safety guidelines, fostering awareness and reinforcing a culture of safety among all employees.


(Ram Bahadur Rai)
Principal Chief Safety Officer

EDITORIAL BOARD	
<u>Patron :</u>	Shri Milind K. Deouskar General Manager
<u>Chief Editor :</u>	Shri Ram Bahadur Rai Principal Chief Safety Officer
<u>Associate Editors :</u>	Sri Shantanu Chakraborty Chief Safety Officer(Optg.)
	Sri A. K. Verma Dy.Chief Safety Officer(Engg)
	Sri Rishav Choudhary Dy.Chief Safety Officer(Mech)
	Sri P. Mondal Sr. Safety Officer(S&T)
<u>Members :</u>	Sri Onkar Nag SC/P.Way
	Sri Swapan Kumar Biswas SC/CLI (E)
	Sri Rajesh Kumar Singh SC/Traffic
	Sri Tejnarayan Singh SC/Traffic
	Sri Sougata Santikary SC/Mechanical
	Sri Ravi Kumar SC/S&T
<u>Clerical Assistance :</u>	Sri Sandipan Mukherjee Office superintendent
	Sri Niladri Shekhar Mondal Senior Clerk

OUTSTANDING ACHIEVEMENTS IN FIELD OF SAFETY



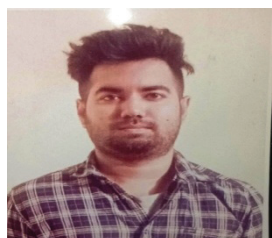
**Sri Raju Kumar Singh
Tech II
Under SSE/C&W/PKR/HWH
Dept-Mechanical**



On dated 30.12.2024 on duty C&W staff performing rolling in examination of 53 BOBYN/LD+MT rake arriving at line no 02 of Pakur Yard. During rolling in examination staff Sri Raju Kumar Singh Tech-2 and Vikash kumar Tech-3 found wagon no ER 70020518632 BOBYN with DLI end west side side buffer in hanging and unsafe condition. After stabling of rake on duty supervisor Sri Bam Shankar Sah along with staff checked and found side buffer nut and bolt in loose condition. Affected wagon detached and placed in sick line for further repair.



**Sri Vikash Kumar -Tech III
Under SSE/C&W/PKR/HWH
Dept-Mechanical**








**Sri Pritam Roy
TECH-I(E)/E-2/NKG/SDAH
Dept: Electrical/TRS**




Shri Pritam Roy, detected over heated (M-3) cable (tap changer side) and melted heat shrinkable slew in the under frame of MC 132013 of rake no. 602004-132013 on 05.11.2024 during IA inspection at line no. 06. His keen observation and dedication of the critical failure zone that could have impacted rake safety and has definitely avoided a major failure.



**Sri Kartick Pramanick
TM-III under SSE/PW/BRP/
SDAH
Dept: Engineering**

Sri Karick Pramanick, Desig-TM III under SSE/PW/BRP is a very sincere, effective, experienced and loyal worker. On date 26.09.2024 Sri Kartick Pramanick was doing foot survey on up line between BRP & KYP, for PQRS work, during his foot survey he observed LC gate No. 23/A/C/E approach was settled down and cross level was distributed. He immediately informed SSE/PW sectional after protecting the track, then sectional PWI rushed to spot and rectified the cross level and improved the speed restriction to 20kmph.

	<p>Sri Deblal Halder, was working at TRS BNJ outstation. He was booked for duty on 29/30-12-2024, during his night shift duty for temperature recording of axle box and wheel of Rake no. 018014+602019+132017+112376 stable at BNJ line no. 3, he found M/C 018014 Axle no. 4 wheel no.7 axle box front cover cracked at about 01-30 hrs. After opening of axle box cover found Axle Box No.-7 02 nos. axle cap locking bolt head broken and inner racer cracked throughout its periphery. In safety point of view, Rake then declared unfit for passenger service. His prompt action saved unusual occurrence & detention on line.</p>
<p>Sri Deblal Halder Tech II (Mech)/BT/SDAH Dept: Electrical/TRS</p>	
	<p>On 19.12.2024, while working in Train No-03428 hauled by DPC No-17014/DEMU/SBG, LPG- Pankaj Kumar, HQ-JMP and ALP- Pankaj Kumar-1, HQ-JMP, Train stopped at DRTP as per schedule stoppage and started after signal was given. Train passed Advance Starter on "Green" aspect but while approaching Gate Signal- LC/17/A/E on DN line he noticed that Signal was "Red" instead of "Green". Immediately, they applied Emergency brake and was able to stop the train just before the Gate Signal LC-17/A/E. After that train left from spot after lowering the gate signal. The prompt action of LP and ALP has prevented the possible major unusual occurrence and they saved the train from a accident. This was possible due to their sincerity and devotion towards duty and high alertness.</p>
<p>Pankaj Kumar LPG/JMP/MLDT Dept:Electrical/OP</p>	
	
<p>Pankaj Kumar/I ALP/JMP/MLDT Dept:Electrical/OP</p>	
	<p>63052 D/N rake(RPH-AZ) no. 99066+99181+99175 stable at AZ yard PQRS line on 03/04.01.2025. During DI checking TM3 pinion end temperature of MC 99181 found high about 10°C than others TMs. For safety measure same pinion was removed on line by Shri A.C Mondal and Shri Pradeep Kumar to prevent Roller Bearing Seizure on line, ensuring passenger safety.</p>
<p>Shri Pradip Kumar Helper /TRS/AZ /HWH Dept: Electrical/TRS</p>	
	
<p>Shri A. C. Mondal Tech-III/TRS/AZ/HWH Dept: Electrical/TRS</p>	

	<p>On date 27.12.24 during ambush night inspection at LC 76B1/T KAN Link cabin he observed that Lock Indication coming, gate signal became “Off ” but practically gate boom of both side was not locked same he immediately informed to SSE/Signal/BWN. His prompt action saved any untoward incident at LC gate.</p>
<p>S P Singh CLI/SAFETY/ASN Dept: Electrical/OP</p>	<p>On 09.12.2024, at Jamalpur Railway station, Sri Sourav Kumar Loco Pilot Goods /JMP, was to work in Train Number 13031 with Loco Number 30115/HWH along with ALP Sri B. Bharti Assistant Loco Pilot HQ/ JMP, had taken over charge at JMP Railway Station at Line Number 4. They had found that burning smoke was emitting from inside of SR-2, at that time they saw something red in colour placed inside the SR-2, indicate a strong possibility of burning. They had used the fire extinguisher and prevented a terrible accident.</p>
	<p>On 09.12.2024, at Jamalpur Railway station, Sri Sourav Kumar Loco Pilot Goods /JMP, was to work in Train Number 13031 with Loco Number 30115/HWH along with ALP Sri B. Bharti Assistant Loco Pilot HQ/ JMP, had taken over charge at JMP Railway Station at Line Number 4. They had found that burning smoke was emitting from inside of SR-2, at that time they saw something red in colour placed inside the SR-2, indicate a strong possibility of burning. They had used the fire extinguisher and prevented a terrible accident.</p>
<p>SRI BISHWJEET BHARTI ALP/JMP/MLDT Dept: Electrical/OP</p>	<p>Sri Sharvan Kumar as Helper/C&W is punctual, obedient and hardworking staff of SSE/C&W/PF. on 26.06.2024 an Incident of primary spring broken in train no 15648 (GHY - LTT Exp.) was identified. Sri Sharvan Kumar Helper/C&W was deputed for the rolling in examination of trains passing through BGP Railway Station. During the examination, he observed that the left-side primary outer flexi coil spring of coach number NFR LWACCN 191419 was broken. He informed to CCNL/MLDT through batch supervisor. As per the advice of CCNL/MLDT, the coach was allowed to continue its journey with an escort and a speed restriction of up to 95 KMPH. His prompt attention and dedicated commitment prevented a major accident, safeguarding the property and lives of the passengers.</p>
	<p>Sri Sharvan Kumar as Helper/C&W is punctual, obedient and hardworking staff of SSE/C&W/PF. on 26.06.2024 an Incident of primary spring broken in train no 15648 (GHY - LTT Exp.) was identified. Sri Sharvan Kumar Helper/C&W was deputed for the rolling in examination of trains passing through BGP Railway Station. During the examination, he observed that the left-side primary outer flexi coil spring of coach number NFR LWACCN 191419 was broken. He informed to CCNL/MLDT through batch supervisor. As per the advice of CCNL/MLDT, the coach was allowed to continue its journey with an escort and a speed restriction of up to 95 KMPH. His prompt attention and dedicated commitment prevented a major accident, safeguarding the property and lives of the passengers.</p>
<p>Shri Shrawan Kumar Helper/C&W /BGP/MLDT Dept: Mechanical</p>	<p>Sri Sharvan Kumar as Helper/C&W is punctual, obedient and hardworking staff of SSE/C&W/PF. on 26.06.2024 an Incident of primary spring broken in train no 15648 (GHY - LTT Exp.) was identified. Sri Sharvan Kumar Helper/C&W was deputed for the rolling in examination of trains passing through BGP Railway Station. During the examination, he observed that the left-side primary outer flexi coil spring of coach number NFR LWACCN 191419 was broken. He informed to CCNL/MLDT through batch supervisor. As per the advice of CCNL/MLDT, the coach was allowed to continue its journey with an escort and a speed restriction of up to 95 KMPH. His prompt attention and dedicated commitment prevented a major accident, safeguarding the property and lives of the passengers.</p>



Shri Bablu Kumar Bulbul
TM-IV/JMP/MLDT
Dept: Engineering



Shri Niraj Kumar
TM-IV/JMP/MLDT
Dept: Engineering



Sri Dinabandhu Chal
Porter under TI(M)HBC
Dept:Operating

On date 16/12/2024, On duty cold weather Patrolman Sri Bablu Kumar Bulbul, TM-IV & Sri Niraj Kumar, TM-IV (Gang no-12ML) found a Rail fracture (Gap-20 mm) on LH Side in Single line at km 02/880 in JMP- SBDP Line around 01:00 hr. Both Patrolmen are start safety protocol and inform to his In-charge, with the help of PWI team track is fit at 01:45 hr. His keen observation, alertness and dedication towards Indian railway are a matter of appraisal.

Also there act is more appreciable because they immediately reported SS/JMP and SS/MGR to avoid train movement.

Sri Dinabandhu Chal has consistently demonstrated an exemplary sense of duty and an unwavering commitment to maintaining safety standards. His proactive approach and efficiency during the Non-Interlocking (NI) works in the HBC section were remarkable. He remained highly active and performed his tasks with precision, ensuring the smooth execution of operations even under challenging circumstances.

Apart from his technical skills, Sri Dinabandhu Chal is known for his obedience, calm demeanor, and ability to handle hectic situations with remarkable composure. His willingness to go the extra mile, along with his ability to address unforeseen challenges effectively, makes him a valuable asset to our team and the organization.

SAFETY SUMMARY

Accident Statistics for the year of 2022-23 & 2023-24

Name of the Division	Consequential (RB)		Indicative		Others / Un-usual (Rly)		Yard (Rly)	
Year	2023-24	2024-25 up to Dec	2023 - 24	2024-25 up to Dec	2023 - 24	2024-25 up to Dec	2023 - 24	2024-25 up to Dec
HWH	2	00	5	04	-	01	-	04
SDAH	1	00	-	00	-	01	-	00
ASN	-	00	-	01	-	05	-	01
MLDT	1	00	-	02	-	01	1	00
Total	4	00	5	07	0	08	1	05

SAFETY SEMINAR HELD IN EASTERN RAILWAY

From October 2024 to December 2024, 133 Safety seminars have been conducted at various locations of Eastern Railway where in 3991 field staff, Sr. Supervisors and Officers of all disciplines participated.

Details are given below:

Month	NO. OF SEMINAR CONDUCTED	Staff Counseled
October / 24	48	1140
November / 24	46	1590
December / 24	39	1261
TOTAL	133	3991

SAFETY DRIVE

Railway Board	
1	Week long Safety Drive from 17.10.2024 to 23.10.2024
2.	15 days Safety Drive on inspection of points & crossings from 24.10.2024 to 07.11. 2024.
3.	Week long Safety Drive from 11.11.2024 to 17.11.2024
4.	Extension of 15 day Safety Drive on inspection of point & crossing beyond 07.11.24, from 08.11.2024 to 22.11.2024
5.	07 days Safety Drive on SPAD from 19.11.2024 to 25.11.2024.
6.	One month Safety Inspection of Point and Crossing covering all point and crossing of Indian Railways from 09.12.24 to 08.01.25.
7.	Week long Safety Drive for the month of Dec 2024 from 20.12.24 to 26.12.24
8.	30 days Special Safety Drive on Shunting precaution covering all shunting locations of Indian Railways from 27.12.24 to 25.01.25

Zonal Railway	
1	15 days zonal Railway Safety Drive on SPAD from 13.12.24 to 27.12.24

**Summery Railway Board Safety Drive on inspection
of points and crossings
(Launched from 09.12.2024 to 08.01.2025)**

Total Points & Xings	How many Points & Xings checked during drive	% of Points & Xings checked during drive	How many Points & Xings found defective	How many Points & Xings re-paired	No. of points and Xings require frequent action	Data Logger report of the flashing of Point under wheel	Major abnormalities found with number of points and crossings where found	Total No. of deficiencies found	Total No. of deficiencies attended
6561	5922	90.26	365	342	6	0	10	412	385

Major Deficiencies observed: Tongue Rail Chipped off /Worn Out.

Minor Deficiencies observed: Loose /Deficient ERCs, Liners, Plate Screws or Damaged /Displaced GR sole plate.

Eastern Railway Safety Circular No. ERHQ/17/2024

TG.257/2/Safety Circular/11/24

Kolkata, Dated 18.11.2024

Sr. Divisional Operations Manager,
Eastern Railway,
HWH, SDAH, ASN, MLDT,

Sub.: **Safety Circular for the month Nov 2024**

6.07. Report of conditions likely to affect running of trains to Controller or Centralised Traffic Control Operator -

[1] Loco Pilots, Guards and Station Masters shall advise the Controller or the Centralised Traffic Control Operator of any known conditions or unusual circumstances likely to affect the safe and proper working of trains.

[2] The Controller or the Centralised Traffic Control Operator, on becoming aware of such defect or failure, shall inform the same to the railway servant responsible for the maintenance of the equipment and other railway servants concerned.

SR 6.07 (1) In the event of the Loco Pilot and / or Guard experiencing any abnormal condition in the track over which his train has passed and he considers that the portion of the track over which his train has passed is detrimental for safe running of subsequent trains will take action as under :-

(a) Stop his train at next Block Station without clearing the Block

Section and inform the Station Master through available means of communication not to permit any train from either end of the affected Block Section in case of Single Line and from the rear in case of Double Line. In case of IBS and Automatic Block Territories, the Loco Pilot must inform the Station Master and Loco Pilot of trains already left station in rear through available means of communications to stop movement of trains:

(b) Proceed further, only after satisfying himself that Station Master has clearly understood so as not to permit further movement over the line until a written memo indicating the details of the occurrence is received by Station Master from the Loco Pilot. He will then again stop at the station at a convenient place so as to deliver the written memo to the Station Master;

(c) the Station Masters on receipt of such a memo must issue a message addressed to the Station Master of the Block Station at the other end of the Block Section. and Junior Engineer / Sr. Section Engineer (P. Way). Assistant Engineer. Divisional Engineer, Chief Controller and Divisional Operations Manager;

(d) arrange to dispatch by Rail Maintenance Machine / Tower Wagon / Light Engine or in their absence a train accompanied by an Engineering Official with a caution order to the effect to stop dead sufficiently short of the expected portion of the track. The Engineering Official accompanying will inspect the track and shall allow the train to pass only after satisfying that the track is safe for the passage of train. Advise the condition of the track and any restriction of speed to be imposed to the Station Master personally or through written memo which may be sent through the Loco Pilot;

- (e) In the absence of Engineering Officials the train with a caution order instructing the Loco Pilot to stop dead before the affected kilometers and after satisfying himself about the condition of track pass over the track in question at 10 kilometers per hour or if he finds the line unsafe to pass, return to station in rear. If the Loco Pilot is not able to detect any thing doubtful, subsequent trains shall be dispatched with a speed restriction of 10 kilometers per hour till the track is certified to be safe by Engineering Officials;
- (f) if the condition as reported earlier is confirmed by the Loco Pilot, no train movement shall be allowed till certified to be safe by Engineering Officials;

Note: In case the Guard of the train experiences any abnormal

occurrence in the track while working his train, he must inform the Loco Pilot of his train through walkie-talkie or other available means of communication between the Loco Pilot and the Guard about the occurrence, after which the Loco Pilot shall take action as mentioned in SR 6.07 (1) (a). In the event of Guard unable to contact the Loco Pilot, he should take action to stop the train and inform the Loco Pilot.

- (2) As soon as information of sabotage or likely sabotage, bomb blast explosion etc. to the track, bridges or other fixed installation is received, the Station Master who becomes aware of it, will stop movement of trains in the affected Block Section as well as on adjacent lines on Double / Multiple Line Sections and will take action as per SR 6.07 (1) (d) in consultation with the Section Controller except that only Rail Maintenance Machine / Tower Wagon Light Engine shall be sent to ascertain for the line to be safe for the movement of the train.
- (3) In the event of the Loco Pilot and / or Guard experiencing any obstruction or any other unsafe condition, on or near the track adjacent to the line over which his train has passed and which in his opinion is detrimental to safe train running, will take the following remedial action:-
 - (a) immediately switch on the flasher light of his loco;
 - (b) inform the Station Master (s) concerned / Control through the available means of communication, and concurrently;
 - (c) stop his train and proceed with danger hand signals to protect the line in question in terms of GR 3.62;
 - (d) thereafter, he will continue journey to the next station cautiously keeping flasher light on; and
 - (e) be prepared to stop any incoming train approaching on the affected by communicating on walkie-talkie or other available means of communication and exhibiting danger hand signal;
 - (f) on arrival at the next station he shall inform the Station Master through a written memo about the occurrence;
 - (g) on receipt of such information the Station Master must take action as per SR 6.07 (1) (c) to (f).

In view of above, divisions are advised that above G&SR para 6.07 given in the G&SR books of Eastern Railway should be followed strictly.

(Rajendra Kumar)
Chief Operations Manager/G

Eastern Railway
Safety Circular No. ERHQ/17/2024.

TG.257/2/Safety Circular/12/24

Kolkata, Dated; 24.12.2024

Sr. Divisional Operations Manager, Eastern Railway,

HWH, SDAH, ASN, MLDT.

Sub: Safety Circular for the month Dec 2024.

5.13. Control of shunting-

- [1] Shunting operations shall be controlled by fixed signals or hand signals or by verbal directions.
- [2] The Loco Pilot shall not, however depend entirely on signals and shall always be vigilant and cautious.
- [3] The speed during shunting operations shall not exceed 15 kilometres an hour unless otherwise authorised by special instructions.

SR. 5.13- [a] Where shunting is necessary, following further precautions will apply -

- [i] Maximum impact speed when shunting a single Box wagon must not exceed 5 Kmph
 - [ii] Maximum impact speed when shunting a group of five Box wagons coupled together with transition couplers at either end should not exceed 2.5 Kmph.
 - [iii] The maximum impact speed during shunting of coaching vehicle with occupants shall be limited between 5 to 8 KMPH.
- [b] [i] No engine should be allowed on any running line at a station occupied by a train carrying passengers, except the train Locomotive or banking engine or shunting engine required to perform shunting on that particular train. The movement of such an engine should be permitted only under the control of the person incharge of shunting.
- [ii] When the train or the banking engine is to be attached or any shunting is to be done for attaching or detaching coaches of any Passenger carrying train, the train engine or the banking engine or the shunting engine must first come to a halt 20 metres away from the train and move thereafter cautiously towards the train for being attached to the train or otherwise as necessary.
- [iii] At originating loco changing station where the movement of loco is controlled by fixed signals, attaching / detaching on train shall be under personal supervision of Loco Pilot/ Asstt. Loco Pilot. At roadside station, such attaching / detaching shall be done by station staff.
- [iv] The following categories of staff shall be deemed to be authorised to supervise shunting of a train not carrying passengers: Station Master / Train Manager / Yard Master / Asstt. Yard Master / Asstt. Yard Foreman / Shunting Master / Shunting Jamadar / Shuntman / Pointsman or such other categories as may

be prescribed in the Station Working Rules: but in the case of any passenger carrying train, the responsibilities for the supervision of shunting should not vest with an official below the rank of a Shunting Jamadar.

5.14. Responsibility for shunting -

The Station Master shall see that the shunting of trains or vehicles is carried on only at such times and in such manner as will not involve danger.

SR 5.14- [a] Subject to the provisions of Rule 5.19 (1), the shunting of a train from one line to another and to give precedence to another train or for any other purpose, shall be conducted by the Train Manager under the order of the Station Master with the assistance of Yard Foreman / Shunting Master / Shunting Jamadar / Shuntman / Pointsman / Station Porter where there is one. The Train Manager / Yard Foreman / Shunting Master / Shunting Jamadar shall be responsible for seeing that the points over which train has to move are properly set and secured for giving the proper signal. The responsibilities for the supervision of shunting of any passenger carrying train and mixed trains should not vest with an official below the rank of a Shunting Jamadar.

[b] No person other than the Train Manager [or Shunting Jamadar where available] shall give a signal to Loco Pilot to shunt. Train Manager shall assist the Loco Pilot by applying his brake if necessary, and the Loco Pilot shall signal with his engine whistle as soon as the engine is clear of the Main Line.

[c] [i] The Station Master shall issue Form T/806 which shall be signed by the Train Manager/Shunting Jamadar and the Loco Pilot for shunting of all trains from a running line to a siding, from one running line to another or on the same line if such shunting fouls the facing and trailing points at either ends, unless such movements can be governed by the fixed signals. When, however one fixed signal governs, movements from more than one line or siding, Form T/806 must be issued. If the Loco Pilot is 'illiterate' the Train Manager shall personally hand over and explain Form T/806 to him.

[ii] The Station Master shall also issue T/806 wherever -

[a] signal governing such shunting is defective and

[b] there is no Advanced Starter and the Starter is the last Stop signal.

[d] [i] In case, however, of a train shunted Locomotive foremost into a dead-end siding, and order on Form T/806 written and signed by Station Master and counter signed by the Train Manager/Shunting Jamadar shall be sent to the Loco Pilot to back his train out of the siding. The Loco Pilot on receiving the written orders will comply with it when the proper signal has been exhibited by the Train Manager/Shunting Jamadar.

[ii] Lights on buffer stops of dead ends. No red lights on buffer stops shall be used in places where such lights can be seen by Loco Pilots of running trains, either on entering or leaving station. Only "White" lights shall be placed on such buffer stops and a list of stations where white buffer lights are provided is embodied in the Working Time Table for the guidance of Loco Pilots.

At terminal and other stations not included in the list where buffer lights are provided, they shall show red.

- [e] Whenever an engine has to be attached on to vehicles, at night, the Train Manager/Shunting Jamadar conducting the shunting shall show a white light on to the stationary vehicle from the Loco Pilot's side, when the engine is near the vehicle.
- [f] [i] When carriages or wagons have to be attached or detached at stations where there is no Shunting Jamadar, the Train Manager shall proceed with that portion of his train which has to pick up or detach the wagons or carriages, and show the proper signal to the Loco Pilot. During the hours of darkness and before commencing to detach or attach vehicles the Train Manager shall proceed to the Loco and notify the Loco Pilot that he is present. At stations where there are Shunting Jamadars the work of attaching or detaching vehicles shall be performed by the Shunting Jamadar on duty who shall give necessary signal to the Loco Pilots after taking orders from the Station Masters.
- [ii] At originating intermediate depot stations such attaching / detaching of vehicles shall be conducted by the Operating Staff as detailed vide SR 5.13(b)(iv). However, at intermediate depot stations, attaching / detaching of carriages with occupants shall invariably be carried out as per provision detailed vide SR 5.14 (f)(i).
- [iii] At Roadside station such shunting of vehicles, inspection carriages, slip coaches, VP etc shall be conducted as per provision detailed vide SR 5. 14(f)(i).
- [g] At any station where YMs/Shunting Jamadars are provided, if shunting on through train is to be performed by Train Manager of the train, this may be permitted and suitable provision incorporated in the Station Working Rule.
- [h] When shunting operations are not governed by fixed signals, the correct setting and locking of points and the permission to commence a shunting movement shall be indicated by the Cabin/the ground-frame goomty by displaying a green signal to the Train Manger /Shunting Jamadar supervising the shunting movement. On completion of the shunting movement and after clearance of all fouling marks the person in charge of shunting operation shall show a 'red' signal to the cabin/ground-frame goomty which shall be acknowledged by showing a 'red' signal Before signalling completion of a shunting movement, the person incharge of shunting operations shall be responsible to ensure that all fouling marks with adjacent lines are kept clear for movement, unless specifically authorised in writing to the contrary by the Station Master on duty. During day time, in absence of flags, the 'red' signal shall be given by the person in charge of shunting operation by raising both arms with hands. During night, hand signal lamps must be used to exhibit the signals.
- [i] Shunting/Movement on emergency cross over points involving both up and down lines should not be permitted without padlocking the point wherever facing point locks are not provided The Station Master on duty of the concerned sta-

tion shall exchange a Private number with the Section Controller as an assurance that the relevant facing points have been set and locked.

3.77. Defective or damaged points etc. :-

- (1) Whenever points, crossings or Guard rails are defective or damaged, the railway servant in charge of operation of points shall protect them and immediately arrange to report the circumstances to the Station Master.**
- (2) The Station Master, on becoming aware of such defective or damaged Points etc., shall -**
 - (a) immediately arrange to have the defect rectified by the railway servant responsible for their maintenance.**
 - (b) arrange to ensure the safe passage of trains, and**
 - (c) keep the signal or signals concerned at 'ON' until the defect is rectified.**

SR.3.77 [a] Whenever points, crossings or Guard rails are damaged the Station Master shall arrange the necessary subsidiary signals to temporarily protect working, and report all damages to the JE/SSE(P.Way), and in the case of interlocked points to the JE/SSE(Signal) and also to the Divisional Railway Manager, and latter should be advised again when the required repairs have been effected.

[b] If interlocked points go out of order or become defective in any way, no train or vehicle is to be allowed to pass over them, no signal is to be taken off for a train to run over them and no train is to be permitted to approach such points, within a distance sufficient to ensure safety until they have been inspected, and -

[i] the defect has been rectified, or

[ii] the points have been secured by a clamp or bolt and cotter and pad locked in the case of [ii] speed shall be restricted to 15 Kilometres an hour over the defective. points and Caution Orders issued in accordance with Appendix - 'A' until the defect has been remedied by the interlocking staff.

[iii] As soon as repairs are completed, all concerned shall be noticed by wire, that the repairs have been carried out and that the station is again being worked as an interlocked station, also that the restriction imposed need no longer be observed

[c] In the event of any points being burst through, the Loco Pilot shall immediately bring his train to a stand, and shall not move until ordered to do so by the Station Master The Station Master shall, if necessary, order the train to move in order to clear the points and shall not permit any movement to be made in a facing direction until the points have been correctly set and secured.

In view of above, divisions are advised that above G&SR para 5.13, 5.14, 3.77 given in the G&SR books of Eastern Railway should be followed strictly.

Copy to: Secy. to PCOM: for kind information to PCOM.

(A.K. Biswas)

Asstt. Trans. Manager /Rules

**MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No. 2010/M(L)/466/7101

New Delhi, dated: 22.08.2017

The General Manager (Elect),
All Zonal Railways
(including Metro Rail, Kolkata and KRCL, Mumbai)

Sub. : Prevention of accidents and SPAD incidences.

In the recent derailment of Train number 18477 (Utkal Express) on 19.08.17 at Khatauli of DLI division of NR, significant lives have been lost and image of Railways has been tarnished in public. It is essential therefore that each and every possible measure should be taken to step up the safety, duly giving importance to every area related to train operation and Loco maintenance.

Accordingly, instructions with regard to Train Operation and Loco Maintenance already issued from Board are reiterated and renewed efforts should be given to the following issues for attaining the 'Zero Accident' regime:

A. During Train Operation.

- (i) Crew to ensure that proper signal(s) for their train is taken OFF/ authority received, before staffing the train.
- (ii) Running staff should not to use walkie-talkies to get information about signal aspect or other operational instructions from station staff.
- (iii) Loco Pilot (LP) should conduct brake continuity, brake feel & brake power of the train as prescribed.
- (iv) Asst. Loco Pilots (ALP) should call out signal with Hand Gesture. Calling out of signal name/ number and train speed along with aspect loudly by ALP & LP should acknowledge the same.
- (v) ALPs should apply emergency brakes by opening of D1 pilot/ RS valve in case LP is not vigilant or not reacting according to signal aspect.
- (vi) Loco pilots should not use mobile phones while on run. Random checking of call details of Crew while on duty with service providers is to be conducted and defaulters should be dealt with D&AR actions.
- (vii) During fog, when LP 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 any obstruction. 'Fog PASS' device to be provided to all Crew working in Fog affected areas.
- (viii) Ambush checks and extensive footplate inspection by officers and Loco Inspectors, particularly during night hours and in Automatic Signal territories shall be ensured.
- (ix) Railways should ensure that signal sighting committees go on line regularly and ensure that there is no obstruction to the visibility of signals during day or night.

- (x) In case of change in signal location due to doubling or construction works, running staff should be accompanied by LI/Safety counsellors and the change of signal location be communicated well in advance through drivers' notice book at lobbies.
- (xi) Loco Pilots 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, subject to clearing of fouling mark.
- (xii) During abnormality, crew shall ensure proper protection of same/ adjacent line as per G&SR provisions.
- (xiii) Observance of any abnormal sound from rolling stock, loco, track, the cases of Flat wheels should be detected and reported promptly to Loco Controllers (TLC/PCR).
- (xiv) Running staff should be advised to avoid the tendency of packing their personal belongings while approaching the terminating station.
- (xv) Safety devices like VCD, AWS, etc should not be isolated on line by Crew. Strict action should be taken against LPs found isolating VCDs which are otherwise in working condition.
- (xvi) Procedures laid down for securing of vehicles/loads/trains/locomotives at stations and block sections shall be ensured by Crew.
- (xvii) Running staff should be counseled for use of loco whistle in accordance with the provisions of G&SR i.e. continuous whistling on approaching level crossing/tunnel/area of restricted visibility, curve, cutting etc. Also ensure that Whistle (W) boards and W/L boards are provided before curves/cuttings and before level crossing respectively as per prescribed instructions.

B. Loco Maintenance.

- (i) Checking of all Safety items of all Diesel/Electric locomotives and DEMUs/ EMUs at sheds/ out-pits with emphasis on intactness of load bearing parts, TM assembly, fittings in bogie, brake rigging, under frame & wheel assembly, working of VCD, AWS in EMU's, Headlights, Flasher lights and roof equipment etc. No loco shall be turned out from shed with defective Safety equipment.
- (ii) All locomotives should be turned out from sheds with proper checking and super-checking by Senior Supervisors / Officers. Zero tolerance on quality of inspections and maintenance of assets.
- (iii) All Bogie and brake rigging equipment should be maintained in good fettle, no isolation from shed shall be permitted.
- (iv) Ensuring proper Ultrasonic Testing of axles of all locos, DMUS/ EMUs, TM shaft etc. as per schedule as well as ensuring Ultrasonic Testing is done by trained supervisor only.
- (v) Wipers are in working condition should be ensured.
- (vi) All maintenance schedule attention/ periodicity must change items, checks and testing etc. shall be ensured by all sheds as per RDSO's

guidelines. No overdue schedule loco shall be permitted to work trains. Latest modification/ Instructions of RDSO should be complied.

C. General Instructions.

- (i) Close monitoring of duty hours and periodical rests must be ensured. Ensure that all loco running staff booked to work trains have availed full rest as prescribed at home station and out station. CMS, wherever provided should be fully utilized. No under rest crew shall be booked for working trains except in emergency conditions.
- (ii) Breathalyser tests shall be conducted as prescribed, BA equipment shall be procured as per RDSO's specification only.
- (iii) Railways should give proper Learning Road (LR) to running staff and extend the LR period until staff is well conversant with the sections and confident to work independently.
- (iv) No running staff overdue for PME, Safety training, refresher course or any mandatory training should be booked on line.
- (v) Increased interaction with family members of crew for bringing about an awareness of the need for proper rest at the home station.
- (vi) Whenever Crew visits training centres, Trainer should ensure that each and every crew is imparted adequate training to prevent SPAD. Entry in this regard in Competency book of crew must be done by the Trainer and in case of SPAD cases examined Trainer should also be held responsible.
- (vii) Aptitude tests as prescribed shall be conducted for Crew.
- (viii) Pamphlets should be issued, in lines of safety bulletin, narrating accident cases and action to be taken by Crew to avoid such occurrences.
- (ix) Right powering needs to be ensured to avoid excessive wear of wheels & rails due to wheel slip, rail burnt & Equipment failures due to excess stress/forces on locomotives. For this, RDSO's revised Load tables may be incorporated in the WTT by Zonal Railways.
- (x) Details of all incidents of safety cases on IR shall be collected from SIMS by all Railways, analyse the causes of failures and the same should be discussed in all Training Centers and crew counseled by nominated Loco Inspectors accordingly.
- (xi) Measurement of temperature of axle boxes and other vital equipment through infrared gun on arrival of electric locomotive at destination may be ensured.
- (xii) Ensure joint checking of electric loco roof equipment including pantographs with TrD staff at sheds and trip sheds.

All Zonal Railways are advised to conduct a special drive for 15 days, on prevention of SPAD. Drive should cover all loco running staff and nominated Loco Inspectors must ensure that they cover all aspects of SPAD.

All Zonal Railways shall prepare their own Safety Action Plan based on the above and incorporating their own according to their local instructions/conditions.

Compliance of the above instructions shall be submitted to this office by 11.09.2017 for kind perusal of Board (MTR).

(Shailendra Kumar Singh)

Exec. Dir. Elect. Engg. (RS)
Railway Board

(Anupam Sharma)

Exec. Dir. Mech. Engg. (Traction)
Railway Board

Copy to: CMPES/ CELES of all Z.Rlys: For information and necessary action please.

INDIAN RAILWAY
पूर्व रेलवे
EASTERN RAILWAY

Electrical Department

No.: EL/OP/59

Kolkata, dated: 21.10.2024

Sr. DEE (OP)/ ASN, HWH, SDAH & MLDT

Sub.: Failure of Signals between Two or more Block stations in automatic block section

Ref.: PED/RS message dated 19.10.2024

Precautions to be taken by the crew when failure of Signals between Two or more Block stations in automatic block section are:

After receiving TD-912, the crew shall ensure the following in the concerned section:

1. Shall not inspect machine room / corridor during run under normal condition of equipments.
2. All Signals shall be called out as defective signal with signal name/number and hand gesture.
3. Shall work train at a cautious speed so as to stop at Gate signal enroute, if it is not closed / locked.
4. Since the aspect of first stop signal (Home / Routing home etc.) of next block station is not pre-warned, train should be worked at a speed treating the signal as Red until it is clearly sighted.

Divisions are advice to counsel all the running staff under your control by deputing Officers / Supervisors and after completion of the above a feed-back report should be sent to HQ.

Vijay
Chief Electrical Engineer /OP

Copy to: PCEE & PCSO /ER - for kind information please.

INDIAN RAILWAY
पूर्व रेलवे
EASTERN RAILWAY

Electrical Department

No. : EL/OP/55

Dated: 06.12.2022

Sr. DEE (OP)

Asansol, Howrah, Malda & Sealdah.

Eastern Railway.

Sub.: 15 days special counselling to Loco pilots and Shunting Loco Pilot
During shunting over Shunt signal.

As per GR & SR 3.14 (5) when shunt signal is taken OFF it authorizes the Loco Pilot to draw ahead with caution for shunting purpose although Stop Signal, if any, above it is at ON.

GR & SR 5.13(2) states that, the loco pilot shall not, however depend entirely on signals and shall always be vigilant and cautious.

All Loco Pilots are hereby advised that before passing any Shunt Signal he/she must stop at the foot of the signal irrespective of its aspect (either ON or OFF). He/she will proceed further only after ensuring that the concerned shunt signal has been taken "OFF" and the point(s) is/are set to its desired direction according to GR & SR 5.13. This is applicable to all the shunt signals he/she will meet/pass during the entire shunting movement to ensure safety.

15 days special counseling drive to be conducted regarding above subject issue to all Loco pilots and Loco pilot shunting from 07.12.2022 to 22.12.2022.

R.K. KEDIA
CELE/ER

Copy to:

Secy. to GM/ER - for kind information to GM.

DRM/SDAH,HWH,ASN & MLDT- for kind information please.

PCEE/ER - for kind information please.

PCOM/ER - for kind information please.

PCSO/ER for kind information please

CMPE/ER- for kind information and issuing similar instruction.

प्रधान कार्यालय,
फ्रेयरली पैलेस, 17,
एन एस रोड, कोलकाता

संख्या: EL/Op/55

दिनांक 12.12.2024:

मंडल रेल प्रबंधक,
सियालदह, हावड़ा, मालदा टाउन, आसनसोल

विषय Precautions to be observed by Railway officials on footplate duty in
Driver's Cab

In connection with official duty / foot plate inspection, Officers / Supervisors travelling in Driver's Cab, instructions may kindly be issued to all concerned that -

- (i) While travelling in Cab, on duty, they should not talk to Drivers, which can divert their attention.
- (ii) Officers/ Staff should not occupy seat of ALP.
- (iii) No act should be done which may divert the attention of drivers.

प्रमुख मुख्य बिजली इंजीनियर

प्रति :

अपर महाप्रबंधक / पूर्व रेलवे कृपया जानकारी के लिए
प्रमुख मुख्य सुरक्षा अधिकारी / पूर्व रेलवे - कृपया जानकारी के लिए
प्रमुख मुख्य परिचालन प्रबंधक / पूर्व रेलवे कृपया जानकारी के लिए
सचिव / महाप्रबंधक / पूर्व रेलवे - कृपया जानकारी के लिए

INDIAN RAILWAY
पूर्व रेलवे
EASTERN RAILWAY

Electrical Department

No. EL/OP/55

Kolkata, dated: 16.12.2024

Sr. DEE (OP)/ASN, HWH, SDAH & MLDT

Sub.: One round special counselling to Running Staff

Ref.: RB letter's no. 2024/Elect(TRS)/113/6 (12759), dated -13.12.2024

With reference to the above, a copy of Rly. Board's letter with recommendation of CRS/SCR in the final enquiry report of Accident of Train No. 12759 - Charminar express at Hyderabad Station is enclosed for your information and necessary special counselling to all crew under your control.

After completion of the above counselling a feed back report should be sent to HQ for reply to RB.

(Vijay)

Chief Electrical Engineer (OP)

Copy to: PCEE/ER & PCSO/ER - for kind information please.

To avoid cases of unusual incidents of overshooting the stop board/signals/ place of berthing instruction must be followed by the Crew/Motorman

The Loco Pilot shall enter station yard with his train under complete control and avoid overshooting stop boards or starter signals or the place where the train is required to come to a stand. When working a passenger train the Loco Pilot shall ensure that the passenger bogies do not overshoot the platform.

Instruction for LP/ALP for entering lines with dead end

1. LP shall regulate the speed of the train while entering the platform so as to stop the train before dead end.
2. LP/ALP should not engage in discussion/packing of belongings.
3. The speed of the train when approaching the dead end shall be 10 Kmph.
4. Further reduce the speed to 5 Kmph at a distance of 40-50 meter before the stop board/standard buffers.
5. Rheostatic braking (RB) /Regenerative braking (RG) not to be used while controlling the train before dead-end.
6. ALP must be put hands on emergency/RS valve while approaching near dead end.

Instruction for Motorman operated EMU/MEMU/DEMU for entering lines with dead end

1. Check the effectiveness of EP & Auto brake at the time of commencement of journey.
2. Motorman should not engage in discussion/packing of belongings.
3. The speed of the train when approaching the dead end shall be 10 kmph.
4. Further reduce the speed to 5 Kmph at a distance of 40-50 meter before EMU stop board / standard buffers
5. While approaching the dead-end during coasting in Three phase EMU/MEMU throttle must be kept on zero. Motorman must confirm this aspect by looking at the DDU.
6. Reverser should not be kept in neutral position till the train become stand still.
7. If it is experienced that EP brake is ineffective, progress it to emergency position. release the hand from the Deadman's handle of master controller immediately.

In addition to above the following precaution may please be taken

Stop boards may be provided in regular coaching terminals and bay lines in coaching yards, wherever necessary to indicate the place where the trains should normally come to a stop except at station where standard buffers are provided at the terminal end of the lines.

VISIT OF SDAH LOBBY WITH SR.DEE/SDAH AND SR.DEE/HWH ON 14.12.2024

1. Review of LR of LP and M/Mans to be done by the Divisions, CLIS to monitor working of LPs.
2. Signal chart to be supplied to the LP and M/Mans. Signal numbers is not mentioned Chart prepared by HWH Division, which should be make correction. Chart made by SDAH division is not Handy. Local suburban time table chart to be made and supplied.
3. Sections on which LP and M/Mans work, to be displayed in the Lobby. E-learning to be displayed.
4. Instruct crew to follow mobile phone switch off position. Not more than two persons to be allowed in the cab for inspection.
5. Micro-slip and narcotic test for 'GANZA' is not available in medical test. Numbers of micro-slip and "GANZA" addicted LP and M/Mans are reported by CLIS and found in CVVRS.
6. LP and M/Mans aged more than 55 yrs., re-psycho test may be implemented, if there is provision, considering the present situation of frequent SPAD cases.
7. Non-technical officers to restrict for footplate.
8. To improve the performance of LP and M/Man, Meditation room in Lobby to be used by crew.
9. In HWH Division, to improve the skill of Crew, first promotional posting is done at RPH.
10. More LP and M/Mans to inspire for promotion to CLI as there are numbers of vacancy for CLI in all divisions and number of LP and ALP nominated is more than reasonable.
11. There are 80 Nos in HWH and 40 Nos in SDAH CLI vacant posts.
12. Some previous cases demoralized the LPs for CLI promotion.
13. Condition for CLI promotion can be modified by the authority.
14. BWN base LP and M/Mans to be learned and prepared for Vande Bharat Exp. train for emergency, as it is an intermediate station in this rout.
15. React Monitoring Interact, (Signal Alertness, Calling Check, Hand Gesturing and Emergency Braking Trainer) has been developed at lobby for assessing the reaction of ALPs at the time of signal calling out and applying emergency brakes.
16. CVVRS data to be checked and recorded in SDAH Division for EMU Trains and found Unusual behavior (driving without spectacles being a bi-focal lens advised during PME) by M/Man.
17. More CV-VRS to be install in remaining EMU Cab.
18. Interaction with Crew at SDAH Crew Lobby, LP and M/Man reported difficulties with distance of Lobby from their residence.
19. 233 Nos of FSD in SDAH Lobby and 480 Nos in HWH available, of which 84 Nos. are defective and 200 Nos new purchased are added.

संख्या .ईएल131/1//पीसीईई निरीक्षण दिनांक 16/12/20 :

PCEE/ER

Sr. DEE/OP/SDAH/ER, Sr. DEE/OP/HWH/ER
C/- CEE/OP

SCHEDULE INSPECTION FOR NIGHT STABLING THREE
PHASE AC EMU RAKES DAILY INSPECTION (DI)

SL No	Items to be checked	If goods then write OK with value recorded if any	Remarks for defect
1	Visually inspect all Wheels for defects, wheel tread, flats etc		
2	Take temperature of Axle Boxes immediately after stabling by Temp. Gun.		
3	Check temperature of TMs by contactless temperature gun.		
4	Check Axle Guide Helical Springs for breakage.		
5	Visually check the Bogie Frame, Bolster, buffer & cattle guard of Motor coaches and Trailer Coaches.		
6	Check all Brake Rigging for breakage and change Brake Blocks, if required		
7	Check Head Code & Look Out Glasses, cleaning of Look Out glasses.		
8	Drain out All Reservoirs and others draining points.		
9	Test all type of Horns (one Electrical. & two Pneumatic)		
10	Check Air Leakage from under frame /air bellow and under Cab.		
11	Check Inter-unit Air Hose Couplings & Schaku Couplings.		
12	Test Wind Screen Wiper by water shower.		
13	Test & check all types of Brakes from driving desk (EP, AUTO, PARKING & EMERGENCY) and Continuity.		
14	Check MR and BP pressure rising and record any abnormal BP charging time after occupying the cab.		
15	Visually check the condition of levelling valve, protection plate, installation lever, air spring bellow for any damage/air leakage.		
16	Check Fire Extinguishers, Pad Locks of LT & HT Driving Cab.		

17	Ensure proper Sweeping & Cleaning of Coaches.		
18	Check all Compartment Lights & Fans and working of lights and Fans in case of basic unit isolation one by one from DDU.		
19	Check Master Controller		
A	Check response from individual BU response from Master controller Handle.		
B	Test EP from Master controller Handle.		
C	Test Emergency Brake from Master controller Handle.		
20	Test the operation of Pantograph from DDU and physical raising and falling.		
21	Visually check display of Speedo Meter.		
22	Check Battery voltage & record.		
23	Test Signal Bells & Talk Back System in SB-1 & SB stby.		
24	Test Main Head Light & Aux Head light.		
25	Test Tail Light. Head Code Light & Flasher light.		
26	Test Cab Light & spot light.		
27	Test working of Main Compressor (BLUE COLOUR) from display panel in respective BU		
28	Test working of Auxiliary (BLUE COLOUR) from display panel in respective BU		
29	Check for any fault messages in DDU (Like Vmax, Unit isolation, faulty sensors etc.) and record.		
A	Check TCN FAILURE indication in indication panel (normally OFF)		
B	Check VCB close /Trip for all BU from DDU panel (BLUE COLOUR)		
C	Check ACM health condition		
D	Check LCM health condition		
E	Check all unit Health condition from DDU panel (RED colour background should not come in any icon)		
30	Go through the Log Book & attend the Booked Defects by LPP		

GOOD WORK DONE BY DIVISIONS FOR IMPROVEMENT OF SAFETY

FOCUS on Safety: A Landmark Achievement by Sealdah Division of Eastern Railway in Enhancing Shunting Operations

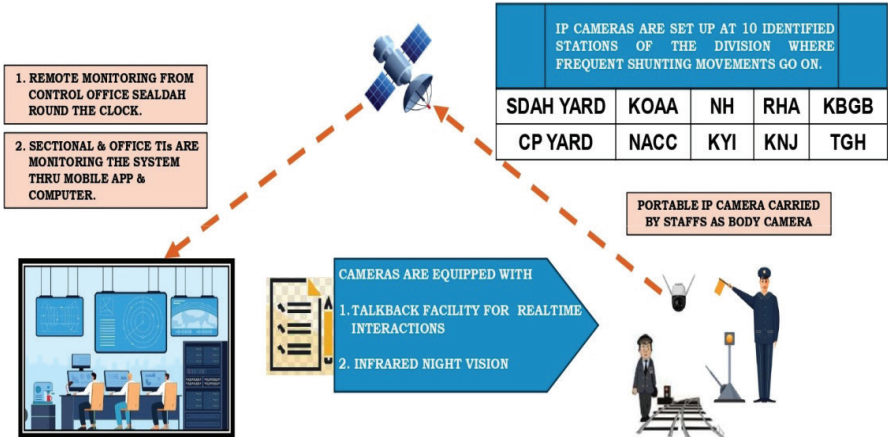
In recent times, railway yards across the country have faced significant challenges with shunting operations, particularly at stations vulnerable due to non-interlocked hand points or frequent shunting movements. These issues disrupt operations and pose substantial risks to both personnel and infrastructure, underscoring the need for effective, preventive safety solutions. In a commendable achievement, the Sealdah Division of Eastern Railway has introduced a pioneering safety system known as FOCUS (Field Observation for Counselling and Upholding Safety). Operational since 22.08.2024, the FOCUS setup enhances shunting safety across ten critical stations, significantly reducing risks and setting new standards for yard safety. The FOCUS setup uses portable IP cameras equipped with infrared night vision and two-way audio communication, carried by shunting staff to enable continuous, real-time monitoring. The cameras transmit live footage to the Sealdah Control Office, where it is monitored 24/7, allowing for prompt guidance, corrections, and counselling as necessary. Inspectors and supervisors can also access these live feeds through a dedicated smartphone application, broadening monitoring capabilities beyond the control office and ensuring multiple levels of supervision for shunting operations. This round-the-clock communication has become an instrumental component in fostering an atmosphere of alertness and safety.

The FOCUS setup is lightweight and easily attaches to the pointsman's uniform. Each setup includes a 20,000 mAh power bank for continuous operation and a CUG SIM-enabled dongle for network connectivity, both conveniently carried in the pointsman's pocket. The cost breakup for individual FOCUS setup is given below -

Items	Warranty	Price (₹) including tax.
20,000 mAh Power Bank	1 year	4,500
USB Cable with Charger	1 year	810
WiFi Camera	2 years	4,050
Storage Memory Card	1 year	3,780
Total		13,140

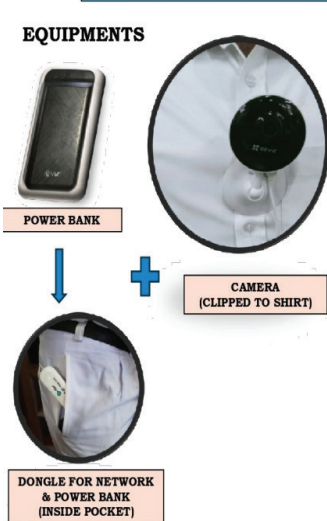
Beyond enhancing shunting safety, FOCUS is invaluable for additional security purposes, such as detecting unauthorized individuals during wagon loading/unloading and ensuring the security of women staff working in remote yards. This innovative initiative marks a notable achievement for the Sealdah Division of Eastern Railway, exemplifying the division's commitment to leveraging technology for safety, proactive risk management, and the welfare of its workforce. Through FOCUS, Sealdah Division has set a new benchmark in railway safety, embodying the responsible, forward-thinking leadership within Indian Railways.

INTERACTIVE REMOTE MONITORING OF SHUNTING & SECURING OF VEHICLES BY SEALDAH DIVISION



INTERACTIVE REMOTE MONITORING OF SHUNTING & SECURING OF VEHICLES BY SEALDAH DIVISION

EQUIPMENTS



KEY BENEFITS



1. PREVENTIVE MEASURES TO AVOID ACCIDENTS DUE TO IMPROPER SHUNTING OPERATIONS.
2. CONTINUOUS COUNSELING OF STAFF AROUND THE CLOCK.
3. ENHANCING AWARENESS AND ALERTNESS AMONG SHUNTING STAFF.
4. 24/7 MONITORING OF SHUNTING AND SECURING OPERATIONS FROM THE CONTROL OFFICE.
5. SECTIONAL & OFFICE TIs CAN MONITOR & COUNSEL STAFFS AT ANY TIME THRU MOBILE APPS.



FUTURE SCOPE

INTEGRATION WITH ARTIFICIAL INTELLIGENCE → DATA ANALYSIS OF PLACEMENT & SHUNTING TIME REQUIRED FOR VARIOUS ACTIVITIES.

INTERACTIVE REMOTE MONITORING OF SHUNTING & SECURING OF VEHICLES
BY SEALDAH DIVISION

EQUIPMENT MANUFACTURERS



SMART IP CAMERA



POWER BANK, 20000mAh



4G DONGLE OPERABLE
WITH CUG SIM



2 SET OF COMPUTERS

PROCUREMENT OF EQUIPMENTS:

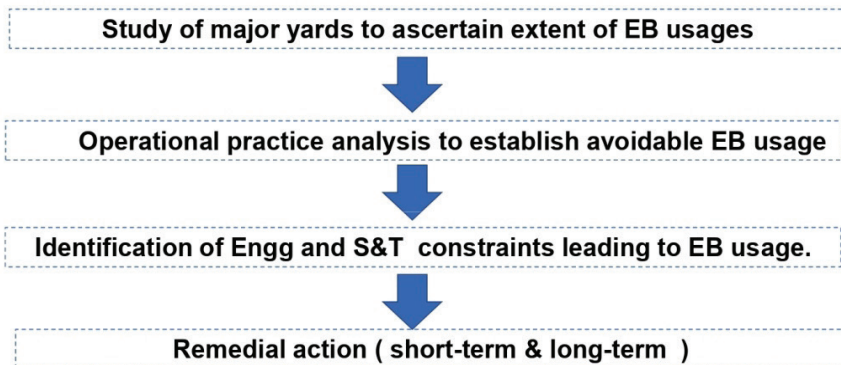
- 1. THE SYSTEM PROPOSAL GOT APPROVED BY SR. DOM/SDAH.
- 2. ON-LINE REQUISITION PREPARED AND FORWARDED TO STORE DEPARTMENT FOR PROCUREMENT.

SYSTEM IN ACTION:

- 1. STEP 1: ATTACH CAMERRA TO SHIRT.
- 2. STEP 2: ATTACH POWER BANK FOR POWER WITH TYPE-B CABLE & DONGLE WITH CUG SIM FOR NETWORK.

Emergency Button (EB) operation analysis and Reduction action plan Malda Division

Process followed....



Sl No.	Station	Emergency key 28.03.24 to 06.04.24	Reason for Emergency operation	Remedial Action taken	Remedial action in Long term
01	MLDT	RCB-30 COGGN-4	A. When a long Goods train with multi power or Long Haul train is received on Line No.3(DN Main Line) Front Track Circuit No.- 8T, 8T2 are not released and rear track 328T remain occupied for long train and 330T, 329AT, 331BT, 333AT & 335 BT remain occupied for Long Haul train due to provision of old ARMV siding attached to Line No.-3. At present, ECB button is frequently used to release the overlap.		A. Separate full-length shunting neck is required. Proposed in Malda yard remodeling. B. Dismantling of old ARMV siding- TDC, planned in August.
		OCB-2 ECB-6	B. When Shunting of rake from Coaching Sick Line to Platform Line-1 or 2 is performed for attaching/detaching damage/fit coaches, SH-121 is taken 'Off' and it occupies Track Circuit No.- OC21T(Line-1), OC23T(Line-2) & 330 AT (due to half shunting). Route is released by cancelling SH-136 using RRBUN button frequently.	B. Shifting of starter signal towards GZM end , line no- 3.	

Safety Bulletin

Sl No.	Station	Emergency key	Reason for Emergency operation	Remedial	Remedial action in
		28.03.24 to 06.04.24		Action taken	Long term
02	NFK	EGGN-4 EUYN-3 RRBUN-1 EOVN-18 COGGN-1	In NFK emergency button EOVN is used due to keeping Goods train in BB loop and precedence given to Passengers train from NFK to BPBS and vice-versa.	Controller has been counseled to avoid to keep Goods Train in BB loop.	----
03	BHW	EGGN-20 EUYN-25 RRBUN-23 EOVN-21 EWN-1 COGGN-3	When placement of empty rake on Line No.-1 or Line No.-2 is done, engine reversal of the said rake is required for performing shunting in pushing to the quarry sidings. It is required to push back the rake towards BDAG end blocking the LC Gate No. 19 SPL/T. During this emergency buttons are frequently used for releasing overlap. At the same time for the purpose of weightment same type of shunting is required and for that emergency buttons are also used.	<ul style="list-style-type: none"> Provision of empty from Sahibganj side. Shunting inside siding. New weighbridge installed. Extension of old & new BPSH siding about 50 mts towards Hill end with X-over facility. Movement of loads towards Malda. 	LC Gate No. 19 SPL/T is required to be shifted or ROB, for shifting of points in Yard remodeling of BHW. Work proposed in Pink Book-24-25

		28.03.24 to 06.04.24		Short term	Long term
04	SLJ	EGGN-30, EUYN-29, RRBUN-03 EOVN-21 EWN-2 COGGN-3	A. In Sakrigali, a major loading station in Malda division Line No.6 is loading line and Line No.5 is weightment line. After loading on Line No.-6, rake is pushed back to DN Main Line towards Malda end to back the rake on Line No-5 for weightment. Rake is pushed back in restricted speed and it takes excess time to clear DN Main line and it hampers movement of other trains.	Commissioning of weighbridge at line no -1, TDC-30.07.2024	To remove the constraint Brake Van & engine escape line has been proposed by extending Line No.-5 towards MJP end.
05	SBG	EUYNCNT-4 EUUYNCNT-22 EWNCNT-60 COGGN-21, OYNCNT-1	<p>A. Due to shortage of CSL of pit line at SBG.</p> <p>A. Weightment of rake.</p>	Shifting of Shunt signal in Sakrigali end done.	Yard remodeling of SBG station to increase CSL. Work proposed in PB-24-25

Sl No.	Station	Emergency key	Reason for Emergency operation	Remedial Action	Remedial action in
		28.03.24 to 06.04.24		Short term	Long term
06	BGP	EGGN-14 EUYN-11 RRBUN-0EOVN-2 EWN-9 COGGN-43	Due to shortage of CAL of Bhagalpur Line No-5 to Line No-7 Emergency Button EOVN & EUYN are used to clear overlap. Moreover, COGGN is used to receive train on RL-5 to RL-7 for having no direct reception.	Change of Berthing arrangement.	Increase of CSL & Direct Reception facility is required. Work shortlisted. DPR made.
07	JMP	RCB-62 ECB-0 COGGV-25 OCB-5 ECB-112	At JMP when train is received on Line No. 6 route is not released due to insufficient signal overlap. Hence, ECB Button is used.	Receiving JMP- KGG rakes on line no.1, Change of Berthing arrangement.	Signal Overlap is required to be provided. Work proposed in Jamalpur yard remodeling

Frequency of the use of emergency buttons (Comparison between 28.03.24 - 06.04.24 and 01.06.24 – 7.06-24)

Major Station	EGGN		EUYN		RRBUN		EOVN/ YONZ		EWN/ EPB		AGGCN		OCB		ECB		EUUYN		OYN		RCB/ SCB	
	28/03-06/04	1/06-7/06	28/03-06/04	1/06-7/06	28/03-06/04	1/06-7/06	28/03-06/04	1/06-7/06	28/03-06/04	1/06-7/06	28/03-06/04	1/06-7/06	28/03-06/04	1/06-7/06	28/03-06/04	1/06-7/06	28/03-06/04	1/06-7/06	28/03-06/04	1/06-7/06	28/03-06/04	1/06-7/06
MLDT	--	--	--	--	--	--	--	--	16	0	--	--	02	01	18	03	--	--	--	--	90	47
NFK	04	0	03	0	01	0	19	04	00	0	--	--	--	--	--	--	--	--	--	--	--	--
BHW	24	13	21	15	26	25	19	04	03	07	--	--	--	--	--	--	--	--	--	--	--	--
SLJ	22	18	22	15	02	00	13	10	00	02	--	--	--	--	--	--	--	--	--	--	--	--
SBG	--	--	14	3	--	--	--	--	52	09	--	--	--	--	--	--	18	17	00	00	--	--
BGP	36	22	16	17	02	01	43	11	01	0	--	--	--	--	--	--	--	--	--	--	--	--
JMP	--	--	--	--	--	--	--	--	00	00	--	--	05	02	112	47	--	--	--	--	62	30

Major Station	EGGN		EUYN		RRBUN		EOVN/ YONZ		EWN/ EPB		OCB		ECB		EUUYN		OYN		RCB/ SCB		COGCN COGGE	
	28/03-06/04	01/07-10/07	28/03-06/04	01/07-10/07	28/03-06/04	01/07-10/07	28/03-06/04	01/07-10/07	28/03-06/04	01/07-10/07	28/03-06/04	01/07-10/07	28/03-06/04	01/07-10/07	28/03-06/04	01/07-10/07	28/03-06/04	01/07-10/07	28/03-06/04	01/07-10/07	28/03-06/04	01/07-10/07
MLDT	--	--	--	--	--	--	--	--	16	0	2	1	18	8	--	--	--	--	90	119	14	3
NFK	4	10	3	7	1	5	19	1	0	0	--	--	--	--	--	--	--	--	--	--	1	
BHW	24	15	21	13	26	8	19	1	3	1	--	--	--	--	--	--	--	--	--	--	4	
SLJ	22	34	22	36	2	0	13	12	0	0	--	--	--	--	--	--	--	--	--	--	3	
SBG	--	--	14	3	--	--	--	--	52	7	--	--	--	--	18	19	0	0	--	--	7	
BGP	36	38	16	29	2	2	43	48	1	3	--	--	--	--	--	--	--	--	--	--	52	3
JMP	--	--	--	--	--	--	--	--	0	0	5	0	112	51	--	--	--	--	62	68	22	2

Family Seminar at Howrah

On January 10th, 2025, TRO/HWH hosted a Family Safety Seminar that centered on motivation, meditation, and work-life balance tailored for running staff. The event featured a distinguished panel of experts, including:

1. Mrs. Aloka Rakshit, Dietician/HWH
2. Dr. Jhunu Mukherjee, Psychiatrist/BRSH
3. Dr. V.Pandey, ACMS/HWH (Co-ord)
4. Dr. Subimal Gupta, ACMS/ADMN/HWH



The Brahmakumaris led a session on meditation and stress management, offering techniques to improve mental clarity and reduce stress. Their guidance emphasized inner peace and focus amidst demanding work schedules.



A session focused on managing stress through brain-boosting diets and avoiding harmful substances. It emphasized balanced nutrition, meal planning during shifts, and offered personalized diet plans for staff with specific health needs.



A session on grievance redressal was conducted, focusing on the importance of family support in reducing household burdens, ensuring proper rest for staff, and maintaining transparency in leave management. Issues like alcohol dependency and its impact on safety were also addressed.

The seminar had 29 families and 101 staff participating in person, with nearly 50 running staff joining live via video conferencing from various crew lobbies.



Safety Seminar at Jamtara ,Asansol



Mock Drill with NDRF in Sealdah Division



SAFETY RULES

- ◆ You are responsible for your own safety and safety of others
- ◆ Assess the risk before you approach your work. All accidents are preventable.
- ◆ Always use equipment/tools/machinery safely and properly
- ◆ Don't take shortcuts. If you are not trained for it, don't do it.
- ◆ Keep your work area clean and Clean up spills immediately
- ◆ Report any unsafe conditions immediately
- ◆ Never wear loose clothes or slippery footwear. Wear proper PPEs
- ◆ Report all injuries , however small they may be



Safety department ♦ Eastern Railway