



Safety Performance

Summary of Consequential Train Accidents (Yr. 2019-20 onwards)

Type of Accident	2019-20	2020-21	2021-22	2022-23	2022-23 (1 st Apr. to 31 st Oct.)	2023-24 (1 st Apr. to 31 st Oct.)
Collisions	5	1	2	6	3	5
Derailments	40	17	27	36	20	14
Fire	8	3	4	4	2	6
Manned Level Crossing accidents	1	1	1	1	0	0
Misc. Accidents	1	0	1	1	0	0
Total	55	22	35	48	25	25

Years 2020-21 & 2021-22 were COVID years.

Safety Performance in current Financial year 2023-24

- 25 Consequential train accidents have occurred in the current Financial Year 2023-24 (up to 31st October, 2023), compared to 25 last year.
- Zonal Railways where these accidents have occurred (up to 31st October, 2023):
 - Collision (5) - **SER (2)**, SECR (1), ER (1), ECOR (1)
 - Derailment (14) - **SWR (3)**, **ECR (2)**, ER (1), NCR (1), NFR (1), NR (1), SER (1), SECR (1), SR (1) WCR (1) & WR (1).
 - Fire (6) - **WR (2)**, **NCR (2)**, ECR (1), SCR (1).
- In the current Financial Year 2023-24 (up to 31st October, 2023), 23 SPAD cases have occurred as compared to 27 in the corresponding period of the year 2022-23.
- Zonal Railways where SPAD cases have occurred (up to 31st October, 2023):
 - **WCR (4)**, **ER (3)**, **ECR (3)**, ECOR (2), NCR (2), NWR (2), NR (2), SECR (2), CR (1), SER (1), KR (1).

Cause-wise Analysis of Consequential Accidents in 2023-24 (up to 31st Oct., 2023)

Collision	5
SPAD	3
Wrong wiring in gate goomty	1
Under Investigation	1
Derailment	14
Poor track maintenance (slack gauge, lack of ballast leading to buckling, high versine variation, use of non-standard joggled fish plate)	3
Uneven loading in BOBYN	1
Rolling stock defects (EMU POH defect, wagon hanging part)	2
Combined rolling stock & track defects	2
Operational failure (wooden wedges not removed)	1
Two Route (Shunting staff)	1
Incidental (landslide)	1
Combined S&T & Track defects (Point maintenance)	1
Under Investigation	2
Fire	6
Bad maintenance in EMU workshop	1
Bad maintenance in Depot + Poor design of panel	1
Other Factors (Loading of prohibited goods)	1
Could Not be Established	1
Under Investigation	2
TOTAL	25

Safety Performance – Comparative Non Consequential Train Accidents 2021-22, 2022-23 and 2023-24 (1st April, 2023 to 31st October, 2023)

Railway	OTHER TRAIN ACCIDENTS				YARD ACCIDENTS				SPAD CASES				Total	
	2021-22	2022-23	1 st Apr. – 31 st Oct.		2021-22	2022-23	1 st Apr. – 31 st Oct.		2021-22	2022-23	1 st Apr. – 31 st Oct.		1 st Apr. – 31 st Oct.	
			2022-23	2023-24			2022-23	2023-24			2022-23	2023-24	2022-23	2023-24
CR	3	5	4	2	4	2	1	3	7	2	2	1	7	6
ER	-	-	-	1	1	3	2	-	-	-	-	3	2	4
EC	7	3	-	3	10	11	9	3	7	4	2	3	11	9
Eco	3	5	3	4	14	3	3	2	3	1	1	2	7	8
NC	5	5	1	4	7	5	2	1	1	3	2	2	5	7
NE	3	3	3	-	2	-	-	2	-	1	1	-	4	2
NF	2	-	-	1	-	-	-	1	-	1	1	-	1	2
NW	2	6	1	4	3	3	2	1	2	2	2	2	5	7
NR	4	8	5	8	8	4	2	2	3	-	-	2	7	12
SC	7	11	4	5	3	3	2	4	3	1	1	-	7	9
SE	5	3	3	2	3	-	-	1	1	-	-	1	3	4
SEC	10	5	2	1	3	1	1	1	2	4	4	2	7	4
SW	4	2	2	-	2	2	1	1	-	2	-	-	3	1
SR	4	-	-	-	5	4	4	4	2	2	1	-	5	4
WC	4	5	2	6	4	3	3	1	6	10	8	4	13	11
WR	3	2	1	2	5	3	1	2	2	2	2	-	4	4
KR	-	-	-	1	-	-	-	-	-	-	-	1	0	2
Metro	-	-	-	-	-	-	-	-	-	-	-	-	0	0
TOTAL	66	63	31	44	74	47	33	29	39	35	27	23	91	96

Cause-wise Analysis of Non Consequential Accidents in 2023-24 (up to 31st Oct., 2023)

DERAILMENT	64
Track Maintenance	16
Rolling Stock Maintenance	13
Point Operation	5
Stabling	4
Combined Track & rolling Stock	3
CRO	3
Loading	3
Combined Track & Loco	2
SPAD Crew	2
Combined Rolling Stock and Loading	1
Point Layout	1
Rolling Stock Equipment Failure	1
Untrained staff in Cab	1
Weather	1
Misc	2
Awaited	6

FIRE	7
Miscreant	2
Rolling Stock Electrical	3
Loco Maintenance	1
Awaited	1
SPAD	23
SPAD Crew	20
Awaited	3
Miscellaneous	2
LC Gate - Gateman negligence	1
Trespass	1
TOTAL	96

Verification of Cable termination in Relay Rooms & Location Boxes (writing work) Dated: 31-10-2023

Zone	Verification Status						
	Stations			IBS/Auto Hut/LC Gate etc. in Block Section			Total % done Progress
	Scope	Indoor Done	Outdoor Done	Scope	Indoor Done	Outdoor Done	
CR	406	406	402	297	286	286	98.15
ECoR	296	296	292	250	250	250	99.63
ECR	478	463	478	269	239	239	94.98
ER	369	369	369	449	449	449	100.00
NCR	308	308	308	352	352	352	100.00
NER	295	295	295	330	326	326	99.36
NFR	384	378	378	242	234	234	97.76
NR	735	716	686	499	383	386	87.97
NWR	442	432	434	250	246	246	98.12
SCR	637	637	637	536	333	508	90.15
SECR	240	240	240	242	242	242	100.00
SER	319	319	318	306	306	306	99.92
SR	489	489	485	1227	1227	1203	99.18
SWR	303	302	302	257	257	257	99.82
WCR	292	292	292	257	257	257	100.00
WR	524	522	511	477	445	453	96.45
IR	6517	6464	6427	6240	5832	5994	96.88
	Average	6445.5		Average	5913		
		Total Scope	12757				
		Total Done	12358.5				
		% of Progress	96.88				

Status of Completion Plans & Drawings					(As on 31.10.2023)
SN	Zone	Total population	Completion available	Completion pending	Completion % available
1	CR	4290	3880	410	90%
2	ECoR	4116	3733	383	91%
3	ECR	10212	9394	818	92%
4	ER	6689	6538	151	98%
5	NCR	4801	4100	701	85%
6	NER	3767	3522	245	93%
7	NFR	4759	3921	838	82%
8	NR	7635	5733	1902	75%
9	NWR	5158	4085	1073	79%
10	SCR	6197	5518	679	89%
11	SECR	3455	2823	632	82%
12	SER	4875	4051	824	83%
13	SR	5180	4954	226	96%
14	SWR	4035	3870	165	96%
15	WCR	3264	2876	388	88%
16	WR	6623	5788	835	87%
IR		85056	74786	10270	88%

Signal Maintenance Pending						As on 15.10.23	
SN	Rly.	Description of item	No. of deficiencies identified	Deficiencies rectified	Deficiencies balance to be rectified	Remarks	
1	SCR	Joint inspection of Points & Crossings	SC	186	163	23	
			BZA	2736	1830	906	
			GTL	1296	1243	55	
			HYB	811	535	276	
			GNT	1535	1397	138	
			NED	980	911	69	
		Cable Meggering	SC	1	0	1	Motumarri Bypass cabin planned in RBP
		System Integrity testing	SC	1	0	1	Peddampet
		BZA	1	0	1	Vijayawada RRI	
2	SECR	Joint inspection of Points & Crossings	BSP			113	
			R			246	
			NGP			111	
3	SER	Joint inspection of Points & Crossings	ADRA	370	349	21	
			CKP	1185	1048	137	
			BGP	1439	1331	108	
			RNC	130	130	0	
4	SR	Joint inspection of Points & Crossings , Deficiencies	MAS	1266	881	385	
			SA	182	40	142	
			TPJ	210	92	118	
			MDU	261	183	78	
			PGT	262	225	37	
			TVC	609	506	103	
5	WR	Joint inspection of Points & Crossings	MMCT	1008	928	80	
			BRC	902	768	134	
			RTM	605	592	13	
			ADI	684	684	0	
			RJT	627	581	46	
			BVP	174	174	0	
Total				17461	14591	3342	

Independent Internal Safety Audits of Signaling installations and operational procedures at Stations

Zone	No. of Stations Audited (July – October, 2023)
CR	10
ECoR	8
ECR	12
ER	11
NCR	12
NER	9
NFR	7
NR	10
NWR	13
SCR	14
SECR	9
SER	10
SR	13
SWR	12
WCR	8
WR	10
KRCL	8
IR	176

SPAD : Corrective action taken

- Comprehensive action plan for preventing SPAD prepared by All Zonal Railways.
- RS Emergency valve modification to help ALP apply emergency brake easily - completed in 6603 locos – further, 360 WAG12 Alstom locos also taken up for modification (TDC - March'24).
- D1 Emergency valve modification in Diesel locos (No. 1332) started in Sept. 2023 (Progress - 38% up to 31.10.2023). TDC-Dec'23
- Modification of conventional locomotive (over 1249 nos.) for shunting application started in Sept. 2023 (Medha-TDC-March'24) .
- Offline re-training of all crew, who were given Online training during COVID period
- [Monitoring of long Duty working hours.](#)
- Nominated CLI to footplate with crew up to complete beat.

SPAD : Corrective action taken

- Crew Management System (CMS)
 - Provision of alert at Branch officer level for crew overdue for footplate and counseling
 - [Abnormalities reported by CREW in CMS and attended within 3 days](#)
 - [Monitoring of manual Sign-on and Sign-off of CREW in lobby](#)
- Software for speed chart analysis developed , Zonal Railways started using this, Standing Committee of CELE/ WR & CR is evaluating for further improvement and issue of new version.
- Access to locomotive data (Propulsion of different makes) to analyze the braking behavior of locomotive pilots: under process.
- Committee to examine impact of life style of running staff on safe working of train and coverage of periodical medical examination (PME): (TDC – 31.10.23)
- Railway Board committee of EDs for finalizing design of gantry for signals multi-track territory – [report](#) under approval.

SPAD : Corrective action taken

- Installation of Crew Voice and Video Recording System(CVVRS) in locomotives and EMU/MEMU under process.:
 - 5000 CVVRS sanctioned under bulk RSP (PH-21) and allotted to Zonal Railways.
 - CLW/ PLW ordered 50/20 sets, Loco no.38115 fitted with CVVRS, under field trial since Aug'23, prototype approval given
 - 2 more are under prototype approval process.
- CR installed AI- enabled Advance Driver Assistance System (ADAS) in two EMU rakes, which provides assistance to motorman in driving.
 - Front camera- called Dashboard Camera for any abnormality in track .
 - Facial recognition camera- for motorman alertness -Raise alarm to motorman in following cases:
 - Yawning
 - Mobile detection
 - Distraction
 - Smoking detection
- CVVRS in EMU/MEMU:
 - CR- 322 no. ordered, prototype yet to be supplied by firm.
 - WR-175 no. store tender opened on 05/10/202, under TC
 - 50 no. supplied by another firm – to be installed/ commissioned

Rolling Block Programme

- All Divisions (except Chennai Div.) have submitted Rolling Block Plans for the period from 30.10.23-21.01.24 (12 weeks).
- Position of NI works planned as part of Rolling Block for the period from 30.10.23 to 21.01.24 has been updated by all Divisions (except Waltair, Dhanbad, Alipurduar, Bilaspur, Raipur, Trichy and Bhavnagar Divisions) .
- Blocks granted as per agreed Rolling Block Programme are less than 70% in following divisions:
 - CR (Nagpur, Mumbai), ECoR (Khurda Road), NCR (Jhansi, Agra)
 - NFR (Alipurduar, Rangiya), NR (Delhi) , SECR (Raipur), SCR (Vijaywada).

Arrears of Track Maintenance (As on 15.10.2023)

Rly.	Rail Renewal (Primary)	Sleeper Renewal (Primary)	Turnout Renewal	Deep screening of Plain Track	Deep screening of Turnouts	Tamping (Main Line)	Tamping (Turnout on Main Line)	USFD testing (Rail)	USFD testing (Weld)
	Tkm	Tkm	Eq. units	Tkm	Nos.	Tkm	Nos.	Tkm	Nos.
CR	190	215	1741	719	476	933	1116	0	15
ER	764	595	853	508	737	696	899	5	220
ECR	293	419	898	781	1269	1234	2074	1	903
ECoR	55	862	1097	409	409	484	2027	48	5684
NR	672	346	1704	1967	2167	985	2100	16	375
NCR	152	466	191	763	551	287	506	0	1180
NER	231	141	262	344	190	234	504	1	2482
NFR	329	562	351	952	702	1783	1101	4	128
NWR	211	181	186	469	307	1256	2351	5	707
SR	706	435	1360	275	195	386	513	24	966
SCR	684	528	350	539	327	649	898	0	267
SER	361	973	522	872	802	645	1226	3	343
SECR	397	392	845	533	1676	424	1005	0	0
SWR	327	155	538	479	192	135	622	3	100
WR	369	483	633	587	435	633	1494	0	144
WCR	437	365	788	785	512	635	472	0	0
IR	6179	7117	12317	10982	10947	11398	18908	111	13514

USFD (Status as on 15.10.2023)

- Procurement Status of B-Scan Machines with 9 channel (Target – 30.11.2023)

RLY.	No. of machines to be procured	No. of machines actually procured	Balance	PO Status
CR	40	23	17	All PO issued
ECR	49	2	47	All PO issued
ECoR	29	17	12	All PO issued
ER	45	19	26	All PO issued
NCR	45	0	45	PO issued for 16 Nos. Tender reopened for 29 Nos.
NER	26	1	25	PO issued for 19 Nos.
NFR	29	4	25	All PO issued
NWR	48	23	25	All PO issued
NR	63	0	63	All PO issued
SER	45	2	43	All PO issued
SWR	23	14	9	All PO issued
SR	45	33	12	All PO issued
WCR	27	4	23	All PO issued
WR	82	47	35	All PO issued
SCR	61	61	Nil	NA
SECR	34	34	Nil	NA
Total	691	284	407	

- For adopting Vehicular USFD , procurement (Supply and O&M) of 19 SPURT (Self Propelled Ultrasonic Rail Testing) Cars is under process. Tender opened on 31.08.23.

FENCING TO PREVENT CATTLE RUN OVER (As on 19.10.23)

ITEM	Number of locations Identified where accidents took place in last 10 years	Number of locations where fencing completed	Balance Work
CR	1	1	0
ECR	5	5	0
ECOR	2	2	0
ER	14	14	0
NCR	7	7	0
NER	3	3	0
NFR	2	2	0
NWR	7	7	0
NR	22	19	3 (TDC 30.03.24)
SCR	5	5	0
SECR	2	2	0
SER	2	2	0
SWR	0	NA	NA
SR	0	NA	NA
WCR	2	2	0
WR	1	1	0
KRCL	0	NA	NA
DFCCIL	0	NA	NA

ELIMINATION OF UNMANNED LEVEL CROSSINGS (UMLCs) IN PVT SIDINGS (As on 19.10.23)

ITEM	No. of UMLCs available	No. of UMLCs eliminated or Manned	Balance Work	Target Date for completion
CR	22	17	5	Manning completed. 1 LC already closed, 16 LC gates manned by Gate Mitras, 5 LC Gates- no train in last 10 years <i>Elimination of 16 gates (TDC): 2LCs-Nov'23 by diversion, 1LC by Nov'23-RUB, 1LC-by Dec 23 (RUB), 12 LCs-funds are required from Siding owner</i>
ECR	1	1	0	LC manned by CCL during passage of train
ECOR	53	40	13	Elimination Plan: By ROBs-10 Nos. (TDC-Mar'25) + 3 Nos. by RUBs (Sep'24)
ER	24	5	19	Dec'2023
NCR	15	15	0	12 – Manning by IR on Deposit Work basis, 3LCs Manned
NER	1	1	0	Manned by Mobile Gateman
NFR	7	0	7	In military siding area. Manned/Train stop and start during train movement
NWR	22	3	19	03 Nos. by Manning, 05 Nos. - in plant, Balance TDC-31.03.25
NR	35	21	14	Mar'24
SCR	101	39	62	TDC- 31.03.24
SECR	69	39	30	Dec-23 by manning
SER	52	52	0	Manned
SWR	12	12	0	Manned by Company Staff
SR	28	28	0	Piloting/ manning is done during train movement
WCR	15	0	15	31.03.24
WR	56	44	12	44 LCs manned by Gate Mitras by Pvt siding owner (Without Any infrastructure). In BVP Division, Pvt siding owner deutes staff during train.
KRCL	1	1	0	Manned during train movement by M/s HPCL (Siding owner)

BROKEN RAIL DETECTION SYSTEMS (BRDS) UNDER TRIAL (As on 15.10.23)

SN.	System	Principle	Status
1	Ultrasonic Broken Rail Detection System	<ul style="list-style-type: none"> • Ultrasonic guided waves transmitted by Transmitter and received by Receiver, one km apart • If Ultrasonic waves not received, alarm is generated 	<ul style="list-style-type: none"> • Trial completed on NR (16km) and NCR (25km) • System did not detect 1 Rail fracture timely on NR and large number of false alarms generated on NR & NCR • Performance not found satisfactory
2	OFC Based Broken Rail Detection System	<ul style="list-style-type: none"> • OFC cable laid parallel to the railway track • Acoustic signature generated by passing train is compared with a library and alarm is generated 	<ul style="list-style-type: none"> • One year trial completed in Prayagraj-Deendayal Upadhyay Jn of NCR (40km) • 3 RF not detected and large number of false alarms • Performance not found satisfactory
3	Continuous Broken Rail Detection System	<ul style="list-style-type: none"> • Sensor (5km) picks up vibrations propagated in the rails • Any sudden change in sound level is detected by sensor and alarm is generated 	<ul style="list-style-type: none"> • Trial to be done over 10km in NR, NER and WCR • NER: System installed in Gonda- Gorakhpur section • NR & WCR: Retendering under process

BROKEN RAIL DETECTION SYSTEMS (BRDS) UNDER TRIAL

SN.	System	Principle	Status
4.	Acoustic Domain Technology 'Rail Acoustic'	<ul style="list-style-type: none"> • Acoustic signal generator and acoustic sensor confirmation protocol at interval of 2 km • Change in acoustic signal intensity- Alarm will generate 	<ul style="list-style-type: none"> • Trial between Prayagraj- Deendayal Upadhyay Jn. (10km) of NCR to be started • Firm is analysing optimum distance between generator and acoustic sensor • Installation in progress
5.	Vibration Energy Based BRDS	<ul style="list-style-type: none"> • Sensor (3 to 5km) picks up vibration energy in the rails • Any sudden change in energy level is detected by sensor and Alarm generated 	<ul style="list-style-type: none"> • Innovation Project awarded on 21.03.2023 under IR Innovation Policy (15-month project time) • Procurement of Sensors, IDEs, PCBs, etc in progress • Trial to be started on Prayagraj-Kanpur Section of NCR

Summary of Inspections: Bridges (Number of Bridges) (As on 30.09.2023)

Type of Inspection	Scope	Completed	Remarks
Pre-Monsoon	1,60,660	1,60,660	
Post Monsoon	1,60,660	5,172	Post Monsoon inspection just started
Technical Inspection	3,459	1,835	
Special Inspection (Own Your Bridge)	1,286	1,281	
RAW (Railway Affecting Works) / RAT (Railway Affecting Tanks)	5,861	5,861	
Under Water	136	39	Planned after Monsoon

A special drive has been launched for inspection of Open Web Girder bridges by SAG Officers of Zonal HQ with mandate to inspect and take corrective action under OWN YOUR BRIDGE .

Progress of Bridge Works (2023-24)

SN	Rly.				As on 30.09.23
		Annual Target	Target up to Sept.'23	Cumulative progress up to Sept.' 23	% Progress (w.r.t. annual target)
1	CR	136	68	82	60.3%
2	ER	102	51	78	76.5%
3	ECR	141	70.5	136	96.5%
4	ECOR	135	67.5	66	48.9%
5	NR	191	95.5	91	47.6%
6	NCR	26	13	20	76.9%
7	NER	21	10.5	12	57.1%
8	NFR	157	78.5	126	80.3%
9	NWR	54	27	16	29.6%
10	SR	70	35	62	88.6%
11	SCR	77	38.5	70	90.9%
12	SER	127	63.5	85	66.9%
13	SECR	40	20	18	45.0%
14	SWR	37	18.5	22	59.5%
15	WR	102	51	115	112.7%
16	WCR	84	42	48	57.1%
Total		1500	750	1047	69.8%



OVERDUE IOH/ POH OF COACHES- LHB, ICF, DEMU (as on 19.10.2023)

RLY	LHB		ICF		DEMU	
	IOH/SS1 OVER DUE	POH OVER DUE	IOH OVER DUE	POH OVER DUE	IOH OVER DUE	POH OVER DUE
CR	0	0	0	0	0	0
ECR	16	7	31	37	0	47
ER	18	8	48	51	12	0
ECoR	0	0	0	5	0	0
NER	1	0	8	0	0	0
NCR	0	0	0	0	0	0
NFR	51	40	34	71	0	38
NR	0	4	0	8	20	0
NWR	0	0	0	0	0	0
SCR	5	0	4	0	0	8
SECR	0	0	0	0	0	0
SER	0	0	0	0	0	0
SR	0	0	0	0	0	0
SWR	0	0	0	0	0	0
WCR	0	0	0	0	0	0
WR	0	0	0	0	0	0
KR	0	0	0	0	0	0
Total	91	59	125	172	32	93

OVERDUE IOH/ POH OF COACHES – MEMU/EMU/METRO (as on 19.10.2023)

S/N	ZR	Shed name	Holding	No of EMU/ MEMU/K Metro coaches overdue for POH
1	ER	Howrah	385	0
2		Bandel	311	0
3		NKG	280	0
4		Barasat	402	0
5		Sonarpur	395	0
6		Ranaghat	326	0
7		Asansol	383	0
8	NR	Gzb	744	0
9		SRE	136	0
10	SR	Avadi	542	0
11		Tambaram	458	0
12		VLCY	81	0
13		QLN	92	0
14		Palakad	64	0
15	SCR	MLY	323	0
16		Rajamundry	200	0
17	SER	Tikipara	397	36 EMU
18		Panskura		
		KGP	373	44 MEMU
20	CR	Kurla	887	0
21		Kalva	647	0
22		Sanpada	552	0
23		BSL	160	0

S/N	ZR	Shed name	Holding	No of EMU/ MEMU/K Metro coaches overdue for POH
24	WR	MMCT	1406	0
25		Kile		0
26		Virar		0
27		BRC	424	0
28	ECR	Jhajha	834	0
29	SECR	Bhilai	161	16 MEMU
30		Gondia	88	0
31	SWR	Banaswadi	248	0
32	ECOR	Khurda Rd	216	16 MEMU
33	NER	Aunrihar	80	0
34	NCR	Kanpur	144	0
35	WCR	Bina	116	0
36	Metro Railway	Noapara	332	0
37		KKVS		0
38		Joka		0
Total			12187	112

OVERDUE ROH / POH OF WAGONS – CODE WISE (POPULATION > 5000)

TYPE	POPLN	ODS POH	%ODS POH	ODS ROH	%ODS ROH	TOTAL ODS	%TOTAL ODS
BOXNHL	91968	916	1.00	1211	1.32	2127	2.31
BCNAM1	28223	382	1.35	922	3.27	1304	4.62
BCNAHSM1	22460	185	0.82	457	2.03	642	2.86
BCNHL	18859	344	1.82	739	3.92	1083	5.74
BOXNM1	16559	1056	6.38	1301	7.86	2357	14.23
BOXNHSM1	13885	521	3.75	742	5.34	1263	9.10
BOXNR	13812	496	3.59	939	6.80	1435	10.39
BTPN	13008	196	1.51	824	6.33	1020	7.84
BOBRNHSM1	11958	209	1.75	883	7.38	1092	9.13
BOXNHL25T	11732	147	1.25	2148	18.31	2295	19.56
BCNM1	10708	298	2.78	808	7.55	1106	10.33
BLCBM	9618	141	1.47	343	3.57	484	5.03
BLCAM	6403	91	1.42	226	3.53	317	4.95
BRN22.9	6102	275	4.51	1098	17.99	1373	22.50
BOBRNM1	5496	145	2.64	439	7.99	584	10.63
BOBYN	5213	95	1.82	362	6.94	457	8.77
ALL OTHERS	84430	3714	4.40	9818	11.63	13532	16.03
TOTAL	370434	9211	2.49	23260	6.28	32471	8.77

Wagons Overdue for POH and Permitted during Examination From 13-10-23 to 17-10-23



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



S. No.	Railway	No. of Wagons POH Overdue
1	CR	32
2	ECoR	86
3	ECR	28
4	ER	48
5	NCR	18
6	NER	5
7	NFR	16
8	NR	32
9	NWR	2
10	SCR	18
11	SECR	105
12	SER	93
13	SR	4
14	SWR	19
15	WCR	26
16	WR	11
IR		543

No. 2021/M(N)/951/14 (E-3355851)

Dated: 19.10.2023

**Principal Chief Mechanical Engineers
All Zonal Railways**

Sub: Schedule overdue running of Freight Rolling stock

The position of (ROH / POH) overdue freight stock permitted over IR for the period from 13.10.2023 to 17.10.2023 was reviewed. As per position obtained through FMM, it has been seen that 543 POH and 3063 ROH overdue wagons were permitted after examination, during this period.

The Railway wise details are as under:

S. No.	Railway	No. of Wagons POH Overdue	No. of Wagons ROH Overdue
1	CR	32	154
2	ECoR	86	543
3	ECR	28	260
4	ER	48	211
5	NCR	18	41
6	NER	5	28
7	NFR	16	87
8	NR	32	66
9	NWR	2	10
10	SCR	18	245
11	SECR	105	360
12	SER	93	644
13	SR	4	30
14	SWR	19	90
15	WCR	26	108
16	WR	11	186
IR		543	3063

2.0 Running of overdue wagons has serious safety implications and is a matter of concern.

3.0 Running of such overdue rolling stock should be monitored at the highest level and should not be permitted for traffic use and should be detached at the first examination point.

Action taken in this regard shall be communicated to this office at the earliest.

DA: As above

(Naveen Gulati)
 Member (T&RS)
 Railway Board

Diesel locomotive and Electric locomotive POH Overdue on 15.10.2023

SR	Railways	Diesel Loco	Electric Loco
1	CR	0	0
2	EC	0	0
3	ECO	0	3
4	ER	0	0
5	KR	0	0
6	NC	0	0
7	NE	0	0
8	NF	8	0
9	NR	7	0
10	NW	0	0
11	SC	0	0
12	SE	0	0
13	SEC	0	1
14	SR	0	0
15	SW	39	0
16	WCR	0	0
17	WR	0	0
Grand Total		54	4

Wagons with Door Heights Reduced (as on 19.10.2023)

Rly	In Depot	In Workshop	Total
CR	29	82	111
ECoR	508	373	881
ECR	89	0	89
ER	0	1145	1145
NCR	46	882	928
NFR	61	79	140
NR	28	584	612
NWR	5	524	529
SCR	462	1494	1956
SECR	348	394	742
SER	158	662	820
SR	15	657	672
SWR	7	0	7
WCR	95	1052	1147
WR	24	125	149
IR	1875	8053	9928

Target: 1,63,000 wagons

Wagons with 2 Doors Blocked (as on 19.10.2023)

Rly.	In Depot	Workshop	Total
CR	532	67	599
ECoR	1080	638	1718
ECR	431	0	431
ER	1897	3720	5617
NCR	30	1930	1960
NFR	145	81	226
NR	61	600	661
NWR	0	527	527
SCR	334	1462	1796
SECR	783	1066	1849
SER	1455	1354	2809
SR	29	853	882
SWR	154	0	154
WCR	785	1777	2562
WR	0	215	215
IR	7716	14290	22006

Target: 75,000 wagons

Escorts BMBS Supply of Ball Crank & Safety Strap

Escorts agreed to provide a Supply Plan to supply modified Bell crank lever for 2000 wagons per month for the next one year (ie for 24000 wagons). Current status is as alongside:

As on 19.10.2023			
S.No	Zonal Railway	Total Despatch	Wagons modified
1	CR	15	
2	ER	285	
3	ECR	120	3
4	ECoR	100	
5	NCR	27	
6	NR	25	
7	NER	0	
8	NFR	20	
9	NWR	50	
10	SR	130	
11	SER	155	
12	SCR	85	1
13	SECR	150	
14	SWR	30	2
15	WR	5	
16	WCR	120	11
TOTAL		1317	17

Target: 24000 wagons from Sep 2023 to Aug 2024

KBIL BMBS corrective action (As on 19.10.2023)

Up-gradation of BMBS supplied by M/s KBIPL:

- 139,132 BMBS in 69,566 wagons to be upgraded
- From existing 10” brake cylinder design to upgraded 11” brake cylinder design
- Removal and Refitment work will be done by IR in designated ROH Depots and POH Workshops
- All other costs, including supply of new items (Brake Cylinders, Beam Stops, Fixtures), written instructions, training to IR personnel to be borne by KBIPL
- Timelines for completion are as follows:

YEAR	Q1	Q2	Q3	Q4	Wagons
2023	0	0	2,000	6,000	8,000
2024	6,500	7,000	7,500	7,500	28,500
2025	7,500	7,500	7,500	7,500	30,000
2026	3,066	-	-	-	3,066
					69,566

SN	ZR	Depot/Workshop	Supply	Fitment
1	CR	BSL	80	73
2	CR	Daund	0	0
3	ECOR	Vadlapudi	60	0
4	ECR	DDU	60	21
5	ECR	Barvadih	0	0
6	ER	Jamalpur	240	90
7	ER	Liluah	60	0
8	NCR	Jhansi	240	126
9	NFR	New Bongaigaon	0	0
10	NR	Jagadhari5	180	21
11	NWR	Ajmer (C&W)	60	4
12	SCR	Guntupalli	240	92
13	SCR	Ramagundam	60	5
14	SCR	Vijaywada	0	0
15	SECR	Raipur	240	39
16	SECR	Bhilai	80	28
17	SER	Kharagpur	240	62
18	SER	DPS/Adityapur	80	17
19	SER	Nimpura	0	0
20	SER	Bondamunda	0	0
21	SR	Perambur (C&W)	0	0
22	SWR	Hosapete	60	0
23	WCR	Kota	240	136
24	WCR	New Katni	80	39
		Total	2300	753

Rolling Stock: Wayside Condition Monitoring (as on 19.10.2023)

Mechanized systems like Online Monitoring of Rolling Stock (OMRS), Wheel Impact Load Detector (WILD), Hot Box Detection Systems (HBDs)/Hot Axle Hot Wheel systems (HAHWs), to detect any incipient defect in components while coaches / wagons are on run, are being inducted & proliferated.

System	Already in Service	Planned			
		2023-24	2024-25	2025-26	2026-30
HBD	330	100	250	250	--
WILD/OMRS	48	--	50	50	350

Action taken to prevent Fire

- Replacement of electrical junction boxes of Garib Rath coaches with upgraded design.
- Fire retardant material in coach furnishing: Specifications of 11 out of 12 furnishing items conforming to EN45545 HL III issued by RDSO. Testing lab set up by ICF. Another lab being set up at RDSO.
- Policy for only “flameless cooking” implemented in passenger carrying trains (except in military specials, as of now)
- Policy issued for Catering by IRCTC in FTR trains without pantry cars, and FTR coaches
- Fire Detection & Suppression System, Fire & Smoke detection System being progressively provided in all Pantry cars, power cars, air conditioned coaches; Fire extinguishers in all coaches.
- Safety drives for preventing carriage of inflammables in trains, especially during festive season.
- Policy instructions issued by Security Directorate for installing parcel scanners
- CCTV system to be IP based with video analytics and 30 days recording facility.

UPGRADATION OF FEEDER JUNCTION BOXES IN GARIB RATH COACHES (As on 19-10-2023)

SN	ZR	Holding	No. of Modified Coaches	No. of Unmodified Coaches	Status
1	CR	21	11	10	PO issued, material under delivery.
2	ECOR	21	2	19	LOA issued for 4 coaches, material under delivery and requisition prepared for balance coaches. TDC 25-10-2023
3	ER	15	0	15	Tender invited, due on 25-10-2023
4	NER	34	27	7	LOA issued, work under progress
5	NWR	19	19	0	Completed
6	NR	166	118	48	LOA issued, material under delivery
7	SCR	59	37	22	Material under procurement
8	SER	46	10	36	Material under procurement
9	SWR	24	2	22	Material under procurement
10	SR	35	12	23	PO issued, material under delivery.
11	WCR	21	21	0	Completed
12	WR	51	51	0	Completed
	TOTAL	512	310	202	

TDC: 30-11-2023

PROGRESS OF FIRE SAFETY WORKS (April to Sep'23)

SN	Name of Work	Unit	Scope	FY 23-24 Target	Progress 23-24	% Progress 23-24	Balance work
1	Provision of Fire and Smoke Detection System in AC Coaches	Coach	9369	4700	2764	58.51	Total-6605, of which WR-1021, SER-1000, SCR-782, ECOR-636, CR-568, NFR-557, SR-430, ECR-402, NWR-308, SWR-308, WCR-172, ER-145, NR-137, NER-88, NCR-29, KR-22
2	Provision of Fire Detection & Suppression Systems in Panty & Power cars	Coach	484	484	219	45.25	Total-265, of which ECOR-69, SCR-69, SR-40, NFR-30, SER-20, SWR-16, WR-10, CR-5, WCR-3, NR-2, SECR-1
3	Provision of Fire Extinguishers in Non AC Coaches other than SLRs/Pantry Cars	Coach	7021	7021	6087	86.7	Total-934, of which ER-513, SER-233, NER-132, ECR-56

PROGRESS OF SAFETY WORKS (April to Sep'23)

SN	Deptt. / Item	Unit	Total Scope	Target For F.Y.	Done- April to Sept.'23	% completed w.r.t. Target	STATUS (Progress/Target)
ENGINEERING							
1	Overdue CTR (P+S) Complete Track Renewal	T Kms.	12679	5662	2625.62	46.37	ECR (163/425), ER (120/285), ECoR (180/458), NWR (34/146), SECR (70/295), SER (251/478)
2	Provision of Thick Web Switches	Nos.	15458	6500	2665	41	ECR (235/550), ECoR (57/600), NFR(26/100), SER (224/500), SECR (82/400), SR (128/400), WR (102/300)
3	Deep Screening (Plain Track)	T Kms.	14796	8779	3874.89	44.14	NCR (240/550), NFR (121/410), NR (308/900), NWR (134/485), SER (142/450), SECR (59/350)
4	Elimination of MLC by Grade separator / Closure / Merger	Nos.	5327	1460	190	13.01	ECR (7/105), ECoR (5/70), NCR (13/105), NR (19/150), NWR (9/120), SCR (15/120), SER (7/54), SECR (2/65), SWR (4/35)
SIGNAL & TELECOM (Up to Oct.'23)							
1	Replacement of overage Signaling Gears:						
a)	Mechanical Lever frames	Nos.	110	89	28	32	ECoR (0/2), NCR (0/1), SCR (0/3), CR (1/3), NWR (1/4), SER (2/7), WCR (2/4), ER (3/7) & NR (20/59).
b)	Replacement of Signaling Gears (PI/EI/RRI)	Nos.	301	225	104	46	NCR (0/1), NWR (1/2), SWR (1/7), ER (2/12), ECoR (2/8), WCR (3/10), SR (4/9), SCR (6/12), WR (8/35), NFR (8/11), SECR (12/19), CR (13/21), ECR (22/65), SER (7/2), NR (13/9) & NER (2/2).

PROGRESS OF SAFETY WORKS (April to Sep'23)

SN	Deptt. / Item	Unit	Total Scope	Target For F.Y.	Done- April to Sept.'23	% Completed w.r.t. Target	STATUS (Progress/Target)
2	Interlocking Manned LCs (on BG)	Nos.	256	220	140	64	ER (4/2), SER (5/2), SWR (4/8), NR (12/18), WR (10/26) , NER (10/15), NFR (26/18), SR (16/36) , WCR (3/8) , SCR (3/6), SECR (5/3), ECR (14/28), ECoR (10/26) , NCR (6/12) & NWR (12/12).
TRACTION							
1	Provision of Crew Voice & Video Recording System in electric locos	Nos.	11944	515	12	2.33	RSP sanction for 9975 available. Sources under development by RDSO

Winter Precautions

- Winter precautions issued by Civil Engineering, Traction, Rolling Stock, Signal and Safety Directorates:

Safety in Operations

- Provision of Fog Safe Device in locos to be ensured.
- Rationalization of movements in Coaching yards to reduce pressure on congested areas.
- Review of Crew changing points in order to optimise availability of Crew.
- Visibility Test Object (VTO) to be checked.
- Supply of detonators, Lime marking across the track at the Sighting Board etc

Traction

- Re-greasing of pantograph servomotor to avoid jamming.
- Working of heaters/blowers in both cabs.
- Proper level of oil to be maintained in TFP, GR and Traction Converter and compressor
- Silica gel for Transformer, Tap changer and Traction Converter must be in good condition.
- Air dryer must be in working order and isolation should not be permitted.
- Counsel running staff regarding working of trains during poor visibility condition like foggy weather etc.

Winter Precautions

Rolling Stock

- Proper temperature regulation of AC coaches.
- To ensure heater is never operated on manual mode
- Use of proper rating fuses, MCBs/ MPCBs.
- To ensure there is no earth leakage in coaches.
- To ensure proper working of HOG equipment in HOG compliant trains.
- To train all staff including escorting staff for proper maintenance/ operation of AC units

Civil Engineering

- De-stressing of LWR wherever required
- Ensuring zero arrear of USFD of rails and welds
- Recouplement of missing fitting in LWR/CWR
- Close watch on rail temperature and Introduction of cold weather patrolling
- Inspection of LWRs/CWRs & SEJs
- Examination & lubrications of rail joints

Signalling

- Testing of Modified Automatic Signalling System jointly with Optg. Deptt.
- Ensuring uninterrupted power supply to signal equipment in the field – including maintenance of DG Sets
- Luminous paints/ strips at Signal Sighting Boards to be checked for effectiveness
- Highlighter grade luminous strips to be provided at Distant Signals
- Yellow luminous strips should be ensured on interlocked L.C. gate booms for proper visibility.
- Alternative yellow and black painting of LC gate booms to be ensured.
- Provision of stop board with retro-reflective/tape on sliding boom should also be ensured.

Annual Safety Calendar

- A Safety Calendar for the year 2023-24 has been issued specifying multiple safety drives over the year, to be carried out in the second week of every month

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

No. 2023/Safety-I/20/Safety Calendar

Dated: 26.04.2023

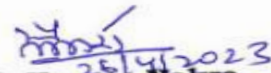
General Managers,
All Zonal Railways,
Managing Directors, KRCL and DFCCIL

Sub: Safety Calendar for 2023-24

A Safety Calendar for year 2023-24 has been prepared. A copy of the same is enclosed herewith. This drive should be carried out during the second week of each month, beginning from Monday.

The aspects mentioned in this calendar are only indicative in nature. Zonal Railways should issue their own comprehensive drive, including suitable checklist for inspecting officers/ supervisors. Officers of various departments from HQ should also be involved. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. PCSOs should be directed to critically analyze data to identify systemic deficiencies. Results of the monthly drive, bringing out systemic deficiencies and action taken/ planned to be taken with timeline, should be sent to Board by the end of third week of the month. Apart from sending a hard copy, the report should invariably be uploaded on SMDMSs, both in pdf and ms word document and may also be emailed at EDEESAFETY@GMAIL.COM

Encl: As above


Ashok Kumar Nakra
ED/EE/Safety
Railway Board
New Delhi

Unusual Incident of Fire in Battery Box of Vande Bharat Express in WCR on 17-07-2023

- **Incident:** On 17-07-2023, while Train no. 20171 Up Vande Bharat Express (RKMP-NZM) was on the run, smoke was seen from the battery box of coach no. 235082. The train was stopped at KIKA where the battery burnt. The burnt battery was removed from the coach and the train allowed to proceed after accommodating passengers in other coaches of the train.
- **Reason:** Short circuit between parallel paths of battery
- **Corrective Action:**
 - Software modification for Alarm to driver in case of undue rise in battery temperature
 - Isolation of exposed positive and negative terminals of battery
 - Glass epoxy isolating baffle plate provided between two parallel paths . Front and back side of battery box insulated with Nomex sheet.
 - Removal of cradle cover, to prevent any shorting of positive and negative terminals of the front path.
 - Fuse provided on the negative side in addition to the fuse on positive side.
 - Changing orientation of middle row by 180 degrees to bring adjacent terminals of parallel path at the same potential
 - Removal of the unused 110 V DC battery connector to prevent dust ingress
- RDSO has been advised to consider modifications in battery mounting arrangement to enable quick removal of battery for physical isolation in case of overheating.

Cases of cracks in wheels of LHB Coaches

- **Incidents:** Total 09 cases of wheel disc failure reported since August 2022. These are:

Date	Place	Make	Action Taken
24-08-2022	JU/NWR	KLW	All 268 wheels of the Heat removed from service
29-08-2022	MMCT/WR	KLW	
19-01-2023	NGP/CR	KLW	All 214 wheels in this heat were removed and tested by UST of rim
07-02-2023	JP/NWR	KLW	All KLW wheels supplied against WTA-514 to be tested by UST during shop schedule
02-07-2023	BNR/ECR	DSP	All 29 remaining wheels of the heat removed and tested by UST of rim. 14 wheels passed and cleared for use.
06-07-2023	MMCT/WR	DSP	All remaining 64 wheels of heat 17/345 to be withdrawn from service
11-08-2023	DADN/WR	DSP	
05-09-2023	LKO/NR	KLW	Samples at RDSO for investigation
04-10-2023	JP/NWR	KLW	

- RDSO found that in KLW Wheel failure may be attributable to the initiation of fatigue defect owing to generation of micro-cracks adjacent to metal-embedded slag particles – poor process control during steel manufacturing – further investigation is being done with KLW.
- In DSP wheel fatigue failure has been suspected by RDSO. Further examination is going on at NML/ Jamshedpur. Report is awaited
- UST of all LHB Wheel disk rim to be done in shop schedule

Cases of Spring Failure in Vande Bharat Coaches

- **Incidents:** Total 08 cases of [coil spring failure](#) reported from Version 2 of Vande Bharat Trains

Depot	Frequency	Remarks
HWH/ ER	4	2 failures in same bogie & same axle box within 14 days
MMCT/ WR	3	2 failures in same bogie & same axle box within 14 days
VSKP/ ECOR	1	

- Six bogies involved in 8 failures
- Action taken:
 - 2 failed springs sent to EC Engineering/ Poland for independent analysis. Report expected by 25-11-2023
 - For repeated spring failure in Coach no 226439/ MMCT/ WR, in service vibration measurements done by Medha & RDSO. Report expected by 31-10-2023

Cases of Spring Failure in Vande Bharat Coaches

- Action taken:
 - Track data of routes where spring failures have happened, has been shared with EC Engg for investigation
 - Audit of Medha plant has been conducted by RDSO & ICF on 11-10-2023
 - Preventive checking of spring orientation by user Railways
 - Until investigations are completed, Medha to use M/s Gruber/ Germany-make springs
 - Axtone (OEM) personnel visited VSKP depot, ICF, MMCT Depot and Medha Plant and suggested improvements:
 - Top spring pad welding projection to be minimised
 - Proper alignment and centering of inner & outer coil springs of primary suspension using proper fixtures

Unusual Incident of Passenger Train on Kharagpur Division /SER

- **Date & Time:** 18.07.2023 at 12.07 hrs.
- **Section:** Bhadrak – Balasore (BG, DL, Electrified, B Route)
- **Location:** At Nilgiri Road Station Yard
- **Train No.:** 08032 DN (Bhadrak – Balasore) MEMU Spl.
- **Brief:**
 - Train No. 08032 arrived Nilgiri Road station at 12.07 hrs. on 'Calling On' Signal as S&T disconnection was granted from 11.05 hrs to 12.25 hrs. for point No. 21-B (Emergency crossover).
 - Disconnection memo was given for Crossover Point No. 21B for replacement of ground connections. DN main line trains were piloted on Calling On signal.
 - On duty Pointsman wrongly clamped Point No. 21A (in reverse condition).
 - Train started on 'Pilot Out' Memo from DN Main Line but LP of the MEMU observed that the point was set in reverse direction and stopped the MEMU train short of Point No. 21A.
 - Train was pushed back and after proper setting of point No. 21-A to Normal position using Crank Handle, point was set to normal, clamped and padlocked. Train departed at 13.21 hrs.
- **Final cause and responsibility:** Negligence of on duty SM & Pointsman of Nilgiri Road Station; JAG level inquiry.

Unusual Incident of mismatch of Signal Aspect between Signal post and VDU ON EDFC

- **Date & Time:** 21.08.23 at 20.12 hrs.
- **Section:** Pt. D.D.Upadhaya New Station (DDUN)– New Sonpur (SEE)
- **Location:** At Pt. D.D.Upadhaya New Station (DDUN)
- **Train No:** UP MTSS Goods
- **Load:** 58 BOXN/L + 01 Brakevan (BMBS 32 wagons) 39%
- **Engine No.:** 31632 WAG9/DDU
- **Brief:** UP train MTSS was received on line no. 3A at DDUN at 19:40 hrs. Crew changed at 20:00 hrs. Train departed from Line no. 3A at 20:12 hrs and its Loco Pilot passed the Starter signal S-147 on 'One Yellow aspect'. Loco Pilot observed that points were set towards the dead end. He applied emergency brake after passing about 500 mtrs. and stopped just 10 mtr before dead end. However, as per SM/DDUN, Starter signal S-147 was showing red aspect on VDU Panel. Data logger record confirmed Red aspect of the signal. As per LP, ALP & Conductor, [signal had "one yellow" aspect.](#)

S&T Block of RH-4 for Point maintenance and checking Current voltage of Signals was demanded vide BMS ID 59535 for 4 hrs from 07:00 to 11.00 hrs. Disconnection was availed from 08:01 hrs to 12:24 hrs. it was cancelled at 12: 24 hrs. The affected train was the first train after this S&T Block. As per S&T/DDUN, KEC(System contractor) was doing work at signal no S-147 without any information to S&T/DDUN or SM/DDUN.
- **Final Cause & Responsibility:** [SAG Enquiry Completed on 02.09.2023.](#)


Unusual Incidence on Moradabad Division / NR

- **Date & Time:** 24.07.2023 at 12.30 hrs.
- **Section:** Moradabad – Ghaziabad (BG, DL, Electrified, D Spl. Route)
- **Location:** At Simbhaoli station yard
- **Train No.:** UP 20503 (Dibrugarh – New Delhi) Rajdhani Express
- **Brief:**
 - Engineering block for work of Multi Functional Tamping Machine (MFI) was granted on DN line from 11.45 to 16.00 hrs. at Simbhaoli (SMBL) station.
 - Crossover point No. 41 (towards MB end) was involved in this block; all the UP trains were to be received on memo only.
 - Train no 20503 UP Rajdhani Express was served authority T369-(1) at Garhmuktesar (GMS) station, the station in rear, and accordingly, line clear was granted by SM/Simbhaoli at 12.02 hrs.
 - Cross-over point nos. 41 was set and padlocked in Normal position (Main line was set).

- **Brief (contd..):**

- Before granting the line clear, SM/Simbhaoli did not ensure that Point no. 42 was set in normal position (i.e. Main line), clamped & pad locked. The said point was set towards the loop Line no 1.
- While approaching, Loco Pilot of the Rajdhani Exp. observed that the point was set in the reverse position (i.e. towards Loop line) and immediately stopped his train 150-200 meters before Point No. 42.
- Later, the route was set, clamped and padlocked towards UP Main Line No. 2 and then the train was received on memo, by Piloting.
- Train departed for its onward journey at 13.09 hrs.
- **Final cause and responsibility:** Negligence by on duty Station Manager. SM/SMBL has violated GR 3.69 (3a) i.e. not ensuring to fulfill conditions of taking off the home signal before granting line clear.

Unusual incident of side hitting of tractor trolley with MEMU on 31.10.23 in DHN Div/ECR

- **Date & Time:** 31.10.23 at 06:10 Hrs.
- **Section:** Hazaribagh (HZBN) – Arigada (ARGD) (Dhanbad Division) (Single Line, ABS., Electrified) 
- **Location:** Between BES – Charhi (CHRI) stations; at KM 102/2-3 (State- Jharkhand)
- **Train No:** 03372 (MEMU)
- **Brief:** On 31.10.2023 ,Driver of train no. 03372 (MEMU) reported at BES station that the Engine has dashed with Tractor Trolley sideways at around 06:10 hrs at Km 102/2-3 between BES-CHRI but train and track are not disturbed. Thereafter next train (No. 03371) was allowed with sharp look out orders from BES station and Driver did not report any unusual. Later , RPF/HZBN received information through local Police Station about the incident.
- **Casualty as reported in News Papers : Death-3, Injured-6**
- **Reported cause: Unauthorized Trespassing**
- Consequent to information through local Police Station about the incident by RPF/HZBN, a team of Divisional officers headed by ADRM/Infra moved to site.
- **Final cause and responsibility:** Supervisor Level Joint Report. **Tractor Driver is responsible for unauthorized trespassing and occurrence of incident.**

Observations :



- On site visit, a trolley of tractor without engine found at a distance of 12-15m from track and at a depth of 25m from cess level.
- An unauthorized track crossing is observed at Km 102/2-3 which is closed on both sides by providing/erecting Concrete Sleeper Fence.
- Extra cess width of around 8m is available at the location for 800m length, for accessibility in case of repairs / rehabilitation of formation.
- The area on the other side of track is predominantly hilly and forest. No level crossing available in the section.
- It is reported that no demand / proposal of LHS received from public representative, State Authorities or by any local representative.
- There appears to be occasional unauthorized crossing (by unauthorized vendors of sand).

Action to be taken:

- Sturdy Fencing needs to be provided at such trespassing locations.
- Counseling of local public for avoiding unauthorized crossing of track.
- Provision of RUB / Grade Separator may be explored at nearby location.

Cases of Carriage of Inflammables detected during drives

- **KRCL:** During inspection of pantry car of Tr No.16338 UP on 31/08/23, one Commercial LPG cylinder was detected at THVM station. Attended by RPF at THVM and detained Pantry Manager Sri Amit Singh (Running by IRCTC-“Om Sai Ram Enterprises). Case registered against him under IPC 148/2023 & Manager sent to judicial custody at MAO.
- **NER:** Filled gas cylinder was being carried in train no. 15614 DN, in NER
- **NR:** One passenger was found with LPG Cylinder at Haridwar Station in NR. Case was registered by RPF
- **SER:** Pantry car staff was carrying commercial gas cylinder in pantry car of train no. 18309 on 26.08.2023. Case was registered at RPF Post Muri and person arrested.
- **SER:** On 28.10.23 Battalion of IRB/Jamtada(Jharkhand) reached Hatia station for boarding in election special, carrying LPG Cylinders. RPF on duty did not allow cylinders to be loaded in the said train. Total 29 nos. of gas cylinders detained on PF no. 01 and later handed over to staff of JAP-09/Ranchi.
- **SR** One 5 kg LPG mini gas cylinder with regulator and burner, which was kept in a carton box placed on the pantry car shelf of T.No.17230 –cylinder was confiscated and the personnel who was carrying the cylinder was handed over to RPF. A letter was sent to IRCTC to take strict action and penalize the Licensee

Thank you

Zone wise Consequential Train Accidents (2021-22, 2022-23 & Comparative position from 1st April to 31st October)

Railways	2021-22	2022-23	2022-23 (1 st Apr to 31 st Oct.)	2023-24 (1 st Apr to 31 st Oct.)
CR	3	8	4	0
ER	1	2	0	2
ECR	3	6	5	3
ECoR	4	5	2	1
NCR	3	4	2	3
NER	1	1	1	0
NFR	4	0	0	1
NWR	2	2	0	0
NR	5	6	3	1
SCR	0	3	1	1
SER	2	3	0	3
SECR	2	5	4	2
SWR	3	0	0	3
SR	0	0	0	1
WCR	0	0	0	1
WR	1	3	3	3
KR	1	0	0	0
Metro Kolkata	0	0	0	0
Total	35	48	25	25

- Gantry for signals should be adopted in “exceptional circumstances only”, keeping in view maintenance issues and cases which are very critical from signal visibility point of view, based upon recommendations of Signal Sighting Committee.
- Signals in Block Sections or for Home Signal may be provided on Gantry by taking RDSO Drawing No. SDO/S&T/Signal Gantry (4 Tracks)/1020 dtd. 28.06.2023 issued by B&S and Signal Directorates as reference, and suitably modifying it to keep bottom of Gantry Floor at 6.55m from Rail Level and to keep Signal at Floor Level of this Gantry, with Red Aspect at 7.0m from Rail Level.
- At stations where TRD Staff and Tower Wagon/Ladder are available, provision of Signals especially Starter Signals, on TTC (Two Track Cantilever) can be considered. This has to be decided on case-to-case basis by Signalling and TRD departments of divisions jointly.
- Wherever feasible, relocation of Signals on case-to-case basis may be carried out after obtaining condonation to IRSOD Item No. 8(iii) of Chapter-I, Schedule-I or Item No. 11(B) (vii) & (viii) of Chapter-II, Schedule-I.
- In case of station section, the Gantry should be indicated suitably in ESP and SIP by incorporating the same.
- Board should be provided on OHE masts like sigma boards as guidance to Loco Pilots on the approach of Signals on Gantry.
- To reduce the weight of Signal assembly, only colour light signal (CLS) units of FRP (Fibre Reinforced Plastic) type are recommended for use on gantry.
- Further proliferation of Extreme Left/Right signals over Indian Railways under special instruction may be exercised by concerned Zonal Railways only after exhausting the feasibility of placing suitable gantry signal for that location.



Fire accidents over IR from 2004-05 to 2022-23 & 2023-24 (up to 31st October, 2023)

Year	Consequential	Non Consequential
2004-05	10	-
2005-06	15	-
2006-07	4	1
2007-08	5	1
2008-09	3	13
2009-10	2	11
2010-11	2	9
2011-12	4	17
2012-13	9	27
2013-14	7	19
2014-15	6	27
2015-16	0	18
2016-17	1	8
2017-18	3	17
2018-19	6	15
2019-20	8	12
2020-21	3	5
2021-22	4	9
2022-23	4	5
2022-23 (up to 31 st Oct, 2022)	2	2
2023-24 (up to 31 st Oct, 2023)	6	7



भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड) (Railway Board)

No.E(LL)/2016/HPC/1

New Delhi, 28.11.2016

The General Manager,
All Zonal Railways &
Metro Railway, Kolkata.

Sub : Recommendations of the 'High Power Committee'(HPC)
to review the duty hours of running staff – Decisions
thereof.

In continuation of Board's letter No. E(LL)/2016/HPC/7 dated 13.10.2016, the HPC which was constituted to review the duty hours of running and other safety related categories of staff, had also made its recommendations on undermentioned aspects related to working hours of these categories. The recommendations have been duly considered by the Board and in modification of previous instructions on the subject, the following decisions have been taken:-

- (i) Total duty at a stretch (from 'sign on' to 'sign off') for the Running Staff should not exceed 11 hours.
- (ii) Running duty at a stretch should not ordinarily exceed 9 hours. Such duty may extend further provided the railway administration gives at least 2 hours notice before the expiry of 9 hours to the crew that they would be required to perform running duty beyond 9 hours, with the stipulation that the total duty from 'sign on' to sign off shall not exceed 11 hours.
- (iii) In case the train does not reach its destination, normal crew changing point or the point where the reliever has been arranged, within the overall limit of 11 hours, and such a point is approximately one hour journey away, the Running Staff shall be required to work to that point provided the maximum hours in that trip does not exceed 12 hours.

- (iv) For loco pilots of all Mail/Express trains, the running duty (for the purpose of preparation of links only) should not exceed 8 hours. However P&C time shall not be included within 8 hours.
- (v) The above provision for running duty hours and total duty hours shall be applicable to all Running Staff including Loco Pilots (Mail/Express), Loco Pilots (Passenger), Loco Pilots (Freight), Motormen and Guards except wherever stated otherwise.
- (vi) Subject to exigencies of service, Headquarter rest of all Running Staff will be 16 hours irrespective of the duration of their incoming trip. Further, in exigencies of service, the existing provision will continue to be the minimum condition.

2. The existing provisions of the Railways Act, 1989 and Railway Servants (Hours of Work & Period of Rest) Rules, 2005, other than those mentioned above, will continue to be in vogue.

3. Requirement of additional crew due to these stipulations should be factored in while working crew links by Zonal Railways.

4. This issues with the concurrence of Finance Directorate of the Ministry of Railways.

5. Please acknowledge the receipt.

(D.V. Rao)
Director Estt.(LL)
Railway Board

Copy to:

1. The General Secretary, AIRF, Room No.253, Rail Bhawan, New Delhi
2. The General Secretary, NFIR, Room No.256E, Rail Bhawan, New Delhi
3. The General Secretary, All India SC/ST Railway Employees Association, Room No.7, GF, Rail Bhawan, New Delhi
4. The General Secretary, All India OBC Railway Employees Federation, Room No.48, GF, Rail Bhawan, New Delhi

भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड) (Railway Board)

No.E(LL)/2016/HPC/7

New Delhi Dt. 13-10-2016

The General Manager(P),
All Zonal Railways,
Metro Railway, Kolkata.

Sub : Recommendations of the High Power Committee to review the duty hours of running staff – Decisions thereof.

The High Power Committee, constituted to review the duty hours of running staff and other safety related categories, had made its recommendations on various aspects related to working hours of these categories. The recommendations have been duly considered by the Board and in modification of previous instructions on the subject, the following decisions have been taken:-

- In respect of Loco Pilots (Shunting) who are presently working on fixed roster basis, the existing provisions will continue.
- In severe operational exigencies like acts of God, earthquakes, accident, floods, agitations, and equipment failure etc., the Controller should suitably advise the staff that they may be required to work beyond the limits prescribed.
- Present classification of running staff under Railway Servants (Hours of Work & Period of Rest) Rules, 2005, should be maintained.
- Subject to exigencies of service, a maximum limit of 125 duty hours per fortnight should be laid down for all Running Staff.
- The limit of stay away from Head quarters for Running Staff should be fixed at 72 hours.
- Continuous night duty for Running Staff should be limited to 4 nights with Fourth night towards headquarters.

9c

2 -

- As regards the duration of outstation rest, there will be no change in the existing provisions.
 - Call notice period should continue to be a part of the headquarter / outstation rest.
 - There will be no change in the existing provisions for Periodical Rest. However, preference should be given to Periodical Rest for 4 periods of 30 consecutive hours.
 - The principle and period of averaging reckoned for the purpose of payment of Overtime Allowance will continue as per existing guidelines.
- The existing provisions of the Railways Act, 1989 and Railway Servants (Hours of Work & Period of Rest) Rules, 2005, other than those mentioned above, will continue to be in vogue.
 - This issues with the concurrence of Finance Directorate of the Ministry of Railways.
 - Please acknowledge the receipt.

(D.V. Rao)
Director Estt.(LL)
Railway Board

Copy to:

- The General Secretary, AIRF, Room No. 253, Rail Bhawan, New Delhi
- The General Secretary, NFIR, RoomNo.256E, Rail Bhawan, New Delhi
- The General Secretary, All India SC/ST Railway Employees Association, Room No. 7, GF, Rail Bhawan, New Delhi
- The General Secretary, All India OBC Railway Employees Federation, Room No. 48, GF, Rail Bhawan, New Delhi





सत्यमेव जयते

No. EL/7.2.5/Garib Rath

Dated As Signed

PCMEs/PCEEs
 All Zonal Railways/PUs

Sub: Recurring cases of fire/smoke from Garib Rath End Wall 750V Jn Box.

Ref : (i) Railway Board letter no. 2023/Safety(DM)/12/1 dated 22/23.06.2023.

(ii) SECR letter no. Elect/4.8 dated 14.06.2023.

(iii) NER letter no. L/268/Garib Rath dated 24.05.2023.

(iv) Railway Board letter no. 2015/AIMS&AR/ED/FAR/ED's Committee dt 18.08.2016.

(v) Railway Board letter no. 2019/PEDME(W)/Comm. on ICF Coaches(Pt.) dt 11.03.2023.

1. NER and SECR vide letter under ref(iii) and (ii) respectively, have highlighted four cases of fire/smoke in the end wall 750 V junction box of Garib Rath ICF type coaches .
2. Further, EDME/ Safety Railway Board vide letter under ref(i) above, have also informed that a similar case have occurred in NR ICF type coach no. 071498 of train no. 12436- Jayanagar Garib Rath during run.
3. Further, Railway Board vide letter under ref(i) above have advised RDSO to get these and other associated issues investigated so that safe operation of these Garib Rath coaches continues to be assured.
4. All these cases have occurred in Allen-bolt type end wall 750V junction box used in ICF type EOG coaches.
5. The issue has been examined and the following is observed-
 - i) The ICF EOG type Garib Rath coaches running over IR are fitted with three types of end wall 750V Feeder Junction Box. All the above reported cases are for Allen Key bolt type 750 V end wall bus bar junction, which are prone to loose connections if not maintained properly.
 - ii) Following are the three different designs of 750 V end wall junction boxes used in ICF type EOG coaches.



Allen-Bolt (Type-I) old RCF design



ICF Junction box (Type-II)



Junction box (Type-III)
New RCF design

- iii) New RCF type junction box is similar to ICF type Junction box except that new RCF type junction box has provision of cables cleats and phase separator. The new design of RCF type junction box has been cut-in by RCF since 2008.
- iv) All the coaches i.e. 061248, 061048, 073128, 071498, 081240, reported with fire/smoke cases under letters under ref. are of built year 2008 & earlier.
- v) In view of number of reported cases of smoke/fire in Allen Bolt type FJB as above, Zonal Railways are advised to use the RCF type FJB (Type-III) as per RCF Drawing no. CC75310 Alt-c, CC75311 Alt-a & CC75312 Alt-a or latest.
- vi) Though the MLR of ICF coaches has been stopped w.ef. 1st April 2020 as per Railway board's letter under ref(v), the condition of coach wiring should be critically checked during POH/ IOH. Further, as per Railway Board letter under ref (iv) above, the codal life of PVC/ Elastomeric cable coach wiring is 12 years.
- vii) The tightness of the terminals, intactness of the cable cleats and grommets to be checked by Zonal Railways during routine maintenance. Sign of overheating, if any, to be properly investigated and attended.
- viii) RDSO Code of practises viz. RDSO/PE/O/0008-2005(Rev.0) - Code of practice for prevention of fire in AC coaches to be followed.

This is for information and necessary action please.

DA: As above

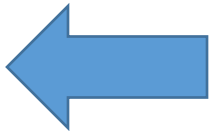
Digitally Signed by Manjay
 Kumar(Manjay Kumar)
 JDSO (TL-AC System Design)
 for Director General/PS&EMU
 Research, Design & Standards Organization

Copy to:
 OSD Electrical Engineering (G), Railway Board,
 Rail Bhawan, New Delhi-110001

For information please

EDME/Safety, Railway Board,
 Rail Bhawan, New Delhi-110001

For information please





भारत सरकार –रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ – 226011
Government of India - Ministry of Railways
Research Designs & Standards Organisation
Lucknow – 226011

No.MW/APB/BMB/Escorts

Date:04.08.2023

The PCMEs All Zonal Railways

Sub: Incidences reported w.r.t. breakage of bell crank lever and other issues on Escorts design BMBS.

Ref: i). Minutes of meeting of VC held on 20.6.2023
ii). This office letter of even No. dated 29.08.2022
iii). This office letter of even No. dated 04.07.2023

1.0 Zonal Railways have reported occurrences of breakage of bell crank levers and subsequent falling of brake cylinder in BMBS design of M/s Escorts. This was discussed in the VC (ref. i), along with several other issues. Additionally, discussions were also held with M/s Escorts and NCR representatives at RDSO on July 7, 2023.

2.0 It was noted that the failures of bell crank lever reported were due to following reasons: -

2.1 Failure due to oblong hole:-

By using the suitable size pin and checking the bell crank lever as directed in ref (ii) and the OEM maintenance manual, it is possible to control failures around the hole connecting the bell crank lever and the cylinder. For easy reference, a copy of reference (ii) above is provided herewith.



Fig 1-Oblong Hole

2.2 Sharp change of cross section and breakage near pivot point:-

As seen in the photos below, Zonal Railways have also reported bell crank lever failure at location of sharp change in cross section. A design modification has already been done and the radius of 6 mm has been provided at this location. The presence of martensitic structure in the HAZ has been observed. To eliminate its presence, the firm has implemented a procedure of stress relieving at the area of welding of the pin in order to address the issue of martensitic development. The firm has submitted analysis that the bell crank levers after process of stress relieving are suitable for service and shall not suffer breakage near pivot point. It has been decided that M/s Escorts will replace all bell crank levers installed in their BMBS free of cost. The bell crank levers are to be removed during sick line attention/ROH/POH. The firm must maintain a rotating pool of levers so that actions related to freight maintenance or operations won't be impacted anywhere. Such supplied levers shall have warranty coverage (36 months from date of fitment) as per stipulations of the governing specification of BMBS (WD-23-BMBS-2008 Rev1).



Fig 2-Bell Crank Lever



Fig 3- Failures of bell crank lever near the pivot pin



3.0 Zonal Railways have also reported cases where the adjuster spindle came out, resulting in grazing of the brake cylinder/lever on the wheels. As proposed by the firm, Zonal Railways are advised to do a tack welding as shown below on the leader nut casing and barrel pipe of the cylinder. This "tack welding" will arrest the incidences of spindle coming out. The firm shall supply the suitable welding electrodes, free of cost to carry out the same. The work is to be carried out under supervision of the firm's staff and proper training is to be provided by firm to railways to carry out the work. The work is to be carried out during sick line attention/ROH/POH.

Additionally, the firm has also been instructed to explore proper design solutions for a proper locking mechanism to avoid the relative rotation between the leader nut casing and barrel pipe.



Fig 4- Tack/Stich Welding

4.0 Cases of falling of brake cylinder on track, after breakage of the bell crank lever, have been also reported. There is a provision of safety chain to safeguard against this possibility in the Escorts design BMBS. After detailed study and discussions, it has been noted that the strength of the chain is satisfactory. After breakage of bell crank lever, the cylinder falls because of the breakage of brackets of the chain on the under frame or on the cylinder. It is noted that the safety brackets are not properly welded to the under frame as well as on to the cylinder body. Vide ref (ii), work instructions for welding of bracket has been already advised. Zonal Railways are advised to rectify the welding of the bracket with the underframe at the earliest. In order to have higher strength of the weld, it is advised that a proper lap joint be made as in figure 5 below and butt joint (as in fig 6) be avoided. Railways are to ensure that the safety chain always has some slack in normal course of service. Any load on the safety chain should be considered as an indication of eventual dropping/falling of brake cylinder.



Fig 5- Safety Chain Welding- (Lap joint)





Fig 6- Safety Chain Welding- (Butt joint)

It has been decided that provision of safety strap will be provided by M/s Escorts free of cost for all the delivered BMBS till date in order to eliminate any requirement of welding over the cylinder for fixing of the safety chain clamp.

5.0 The railways are also advised to ensure that APDs are provided as per instructions at ref (ii) above and there is no infringement of the APD with the primary brake beam. The activity of proper provision of APDs is to be completed before 30.08.2023.



Fig 7-Wrong welding of APD

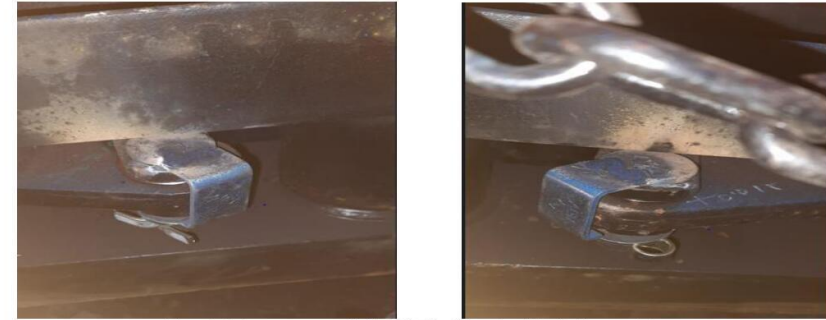


Fig- Infringement of APD/ Pin Head with Primary Beam



Fig-Welding of APD with Pin & Brake cylinder body

6.0 In few wagons, grazing marks between push rod and spring plank have been noticed. Presence of heavy grooves indicate that the wagons were allowed to run for quite some time in such a condition. It is advised that wagons be visually checked during yard examination (and other maintenance schedules) for such grazing marks and condition of bogie pocket liners and brake beam end piece (along with its non-metallic liner), to the extent possible during yard examination and thoroughly during ROH/sickline attention, be checked and properly maintained for such wagons.



Eastern Railway's Letter on Rectification of Signals not Visible

S.No. 92
5.8.23
No. TA-5/S&I/Pt.V

EASTERN RAILWAY
KOLKATA

Dated: 17.08.2023.

Director General/Safety
Ministry of Railways,
Railway Board,
New Delhi.

EO 1549959/2023

Sub: SPAD by EMU Local motorman resulting in side collision with Goods Train and derailment of both the trains in Howrah Division of Eastern Railway on 10.05.2023.

Ref: (i) DG/Safety/RB's letter No.2023/Safety(A&R)/23-24/7/4 dated 19.05.2023

(ii) This office letter No.TA-5/S&I/Pt.V dated 17.07.2023.

With reference to the subject above, to enhance visibility of signals, signal sighting exercise was conducted in HWH Division by parallel running of BCN/HL in multiline track and the report on the same had been sent to Railway Board vide Ref.(ii) on 17.07.2023 to ED/Safety/Electrical/RB.

Summary of survey of signals located at extreme left-hand side (LHS) and extreme right-hand side (RHS) with BCN/HL rake on side track and the progress of rectification is as follows:

Out of 103 signals obscured visibility noticed in 47 signals.

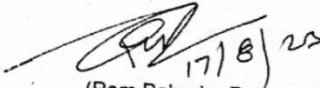
Sl. No.	Section	No. of signals	Visibility OK	Obscured visibility
1.	HWH-BDC	22	09	13
2.	BDC-SKG	19	11	08
3.	SKG-KAN	23	09	14
4.	KAN-GMAN	39	27	12
Total		103	55	47

Summary of Action Plan for improving visibility of 47 signals as follows: -

Item	Scope	Progress
Total No. of signals not visible	47	
To be relocated on LHS	09	Commissioning done of all.
To be relocated on RHS	07	In progress (TDC-31.10.2023)
Height to be increased	31	Commissioning done 20 & in progress for balance (TDC-31.10.2023)

This is for your kind information please.

32. 2/8
EDES/Safety


(Ram Bahadur Rai)
Principal Chief Safety Officer
Eastern Railway, Kolkata.

Copy to:- Secretary to GM/ER for information of GM.



Action Plan on Preventing SPAD

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

POST COPY

No. 2023/Safety-1/5 / 1

New Delhi, dated 22.02.2023

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

Sub: Action plan on SPAD.

Consequential accidents and SPADs in the recent past call for immediate action regarding alertness and enforcement of already laid down operation and maintenance protocols.

In April 2022, Central Railway had formulated a detailed action plan to combat the issue of SPAD (Copy Enclosed). It is requested that this may be considered by zonal Railways for drawing of their own action plan, as per local conditions.

Action plans formulated by ZRs maybe shared with RB also by 24.02.23. Apart from sending hard copy, the report should invariably be uploaded on SMDMS both in PDF and MS word document, may also be emailed at safetyimp345@gmail.com.


(Ashok Kumar Nalkra)
ED / SAFETY(EE)



अनिल कुमार लाहोटी
ANIL KUMAR LAHOTI I.R.S.E



महाप्रबंधक
General Manager

मध्य रेल, छत्रपति शिवाजी महाराज टर्मिनस,
मुंबई - 400 001.

CENTRAL RAILWAY
CHHATRAPATI SHIVAJI MAHARAJ TERMINUS,
MUMBAI - 400 001.

Phone : 91-22-2282-1230
Fax : 91-22-2282-4555
Email : gm@cr.railnet.gov.in

Date: 28.04.2022

D.O.No.L.102.LG.5.Safety/Accident-31

Dear Mr Gupta,

Sub: Safety Performance of Central Railway.
Ref.: Your DO letter No. 2020/Safety(DM)/7/25 dated 16.04.202

A root-cause analysis of the seven SPAD cases on CR during 2021-22 has revealed the following contributory factors: -

1. Poor Braking skill of the LP.
2. Presumption of signal aspect by the LP – In some cases It was found that the LP passing signal at Yellow assumes that the next approaching signal is OFF.
3. Use of Mobile on run – In some cases it was found that the LP/ALP were using their mobile phones. This diverted their attention and resulted in SPAD cases.
4. Poor road learning on part of the LP/ALP.

Out of all seven SPAD cases the root cause pertains to poor braking skill (2 cases), presumption of signals (2 cases), and talking on mobile (2 cases). One case is attributed to poor road learning.

2. To achieve goal of "NO SPAD" on Central Railway, detailed guidelines have been issued vide PCSO and PCEE's joint circular dated 19.4.22 (copy enclosed) and the following action plan has been formulated to implement these guidelines:-

I. Counselling & monitoring of crew

- a) Ambush checks of running staff by Loco Inspectors (10 per division per day) to check the following:-
 - i) Calling out of the signals loudly and clearly by LP and ALP.
 - ii) While passing the signal at Yellow, the ALP is holding the RS Valve, to operate to stop before the next signal in case it is ON.
 - iii) Use of mobile while on run.
- b) Specific monitoring of crew regarding his train control on Yellow signal.
- c) Specific monitoring on train control in gradients so as to stop before red signal.
- d) Specific monitoring on braking techniques of LP for different types of load.
- e) RHS locations, Intermediate Signal locations, vulnerable signal locations where only one of the crew member can sight the signal and specific location of starter signal for particular line during departure from stations will be specifically checked and observed during footplate.

Action Plan on Preventing SPAD

IV. Identification of specific locations where specific action is required to avoid SPAD

- 1) Identification of locations where cluster of Signals are present & there are chances of misjudgement. Specific counselling regarding alertness at these locations during monitoring.
- 2) Identification of locations where only one crew member can sight the signal due to section topography or locomotive constraint. Specific counselling regarding alertness at these locations.
- 3) Identification of locations with non standard/Inadequate distance between two stop signals, locations where signals are provided on high gradient locations, RHS locations.

V. Awareness / Motivational campaign:

Conducting Safety Meetings / Seminars, Safety Camp in lobbies and Training Centre by Officers, supervisors and Interaction with running staff. 10 such safety camp/meetings/family meeting per Division shall be organised during the one month drive.

With regards

Yours sincerely,



(Anil Kumar Lahoti)

DA: As above

Shri Ravinder Gupta,
Director General (Safety),
Railway Board,
Rail Bhawan, New Delhi.

- f) Detailed and Intensive Inspection of Crew lobbies at Officers level to be completed in one week time.
- g) Counselling of all Loco Inspectors at Officers level to be completed in two weeks time.
- h) Detailed counselling of all LPs/Shunters/Motormen/ALPs to be completed in one month time.

Foot plate inspections planned during the drive:-

SAG Officers of HQ: At least one footplate per week specifically based on above action plan.

Divisional Officers: Minimum 2 footplates per week specifically based on above action plan.

CLIs: 5 footplates per week per CLI.

The drive will continue for next one month or till sufficient crew of all categories is covered. Database will be maintained at divisional & HQ level to bring out specific weak areas on which improvement should be done.

II. Regulation & Monitoring of Crew Road Learning (LRD)

- a) During LRD one trip out of mandatory trips to be specifically done with CLI in night. CLI will personally certify the LRD fitness which will be countersigned by TRO officer after verifying the knowledge of crew.
- b) Every LP will undergo at least one surprise test & every ALP at least two surprise tests per month during Sign Off in which knowledge of specific section in between two locations i.e. the signal locations, signal numbers, peculiarity of rail road in the section will be tested. Poor performances will be identified & worked upon for improvement with specific action.

Checks at Officers' level:

SAG Officers of HQ: Check one lobby every week for LRD related sample check.

Divisional Officers: Check movements of at least 8 LP/ALP per week per division specifically regarding above LRD points as above.

III. Assistant Loco Pilot knowledge upgradation

- a) Specific working knowledge check of ALPs recruited via any source in last five years. Identify poor performances, list them & make them undergo one week practical training. CLI to certify after satisfactory training and verification to be done at officer level. To be completed in one month.
- b) 03 days practical crash course to be given to ALPs who have undergone online initial training during COVID pandemic. 414 already completed out of total of 776. Balance to be completed by 15.5.22.

Action Plan on Preventing SPAD

17	While on run LPs/ALPs are distracted with the passing trains on another line for exchanging signals. LP/ALP should take specific care in such situation and concentrate mainly on their own signal aspects.
18	If any Signal visibility is obstructed by passing train or train stabled at adjacent line, then proceed very cautiously so that train can stop at any moment.
19	In suburban area, Motormen should ensure platform entry speed less than 40 kmph and mid of platform speed should be less than 25 kmph for controlling platform overshoot. This aspect to be checked by analysis of speed chart.
20	Crew should have specific knowledge of trouble shooting as minor problems in locomotive create stress to LP/ALP.
21	If any signal is having poor visibility or its line of site is obstructed, same to be reported at first instance so that other crew can be counseled.
22	If the signal in advance is not visible then movement of train should be done cautiously till aspect of advance signal is seen. If the signal is single Yellow or Red it should be called out continuously. If signal aspect is Red, continuously call out with approximate distance to signal till the train stops.
23	Do not divert your attention after passing a signal single yellow and also approaching red signal.
24	While approaching red ALP should put his hand on Emergency flap valve and be ready to operate it. Make sure that train stopped well before the Red signal and brakes are applied fully.
25	Signals aspects are to be called out with name of signals with hand gesture. In automatic section, signal should be called out with signal number. If any signal is not visible, that also to be called as "not visible to me" so that other person can be extra vigilant.
26	Caution order to be taken by LP/ALP separately and highlight caution order individually for creating adequate attentiveness. Emergent caution order to be also issued to both LP and ALP.
27	Motorman or LP should not give any attention to the person travelling in the cab especially after passing yellow signal, and person travelling in the cab should not distract attention of crew in any manner.
28	In long hood locomotive, LP & ALP should ensure signal aspects very carefully.
29	Trains to be brought to stop at crawling speed whenever the signal is at 'ON'.
30	While starting train from the loop line, LPs/ALPs should ensure setting of point first, then loop line signal and after checking both should start the train.
31	If visibility is poor, LPs /ALPs should be more cautious and signal should be called only after ascertaining that the signal is pertaining to their train only.
32	Carry both spectacles.
33	Avoid over speeding and overconfidence.
34	When any signal is not visible due to any reason, LP/Motorman should assume its aspect as Red.
35	While starting Mail/Express/Goods train, LP/ALP exchanging signal with Guard should also concentrate on the aspect of signal pertaining to their train are in off condition.
36	Few LP/ALP are having poor knowledge of signal layout inside the yards. Hence, such type of LP/ALP (especially C grade LP) should do the yard LRD and learn the layout by drawing sketch of yard and same to be checked and certified by nominated LI. All the crews are advised to draw the yard layout and to be cross checked by LIs.
(B) LIs	
1	Nominated LI should listen to the personal problems faced by crew. Welfare Inspectors of Personnel department to be earmarked to visit fortnightly each lobby to address establishment related grievances.
2	Ensure validity of LR of crew and the quality of monitoring
3	Complete familiarization of crew and LIs with all new designs of locomotives, particularly for diesel converted crew.

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ML

Central Railway

PCEE's Office
2nd Floor, Parcel Building
CSMT, Mumbai 400001

No.L.102.LG.5.Safety/Accidents-31

Date: 19/04/2022

Sub: - Guidelines to prevent SPAD cases in Central Railway
Ref:- (1) No.L.102.LG.5.Safety/Accidents-31 dt 16.09.2021
(2) RB letter no. 2020/Safety(DM)/7/25 dt 01.04.2022

In the year 2021-22, there have been 07 cases of SPAD in Central Railway. SPAD cases are indicative accidents, hence serious deliberations were done at various levels in CR. In this regard, a guidelines vide ref (1) was signed by PCEE/CR and PCSO/CR. Vide letter under ref (2), Railway Board has issued fresh directive on SPAD. New guidelines have been formed based on earlier guidelines. Railway Board's fresh directives and experience with running staff. These revised guidelines supersede the guidelines issued vide ref (1) above.

(A) LP/ALP/Shunter/Motorman	
1	Importance of quality rest at home is to be realized by LP and his family.
2	Crew should ensure himself about switching off their mobile and keeping in their bag.
3	Crew should be advised to report in the lobby before the mandatory time (30 minutes). He should not be in a hurry for working the trains especially at starting station.
4	A thorough check of safety items on shed leaving locomotives with proper records.
5	Proper functioning of RS valve is to be checked at the time of taking over charge of the Loco by both LPs and ALPs. All LPs are advised to check the brake application and release before starting the train.
6	Check the validity of BPC. Do the continuity test wherever required.
7	Starting bell to be given by Motorman after ensuring signal is given for his train.
8	Loco pilot to conduct Brake feel test and Brake power test whenever they take over charge of locomotive/train. ALP also should observe it. Check the loco thoroughly before start.
9	LP/ALP should not start packing his belongings before reaching the terminal station/relieving point.
10	Special attention is to be given where two signals (Intermediate Signal) are provided especially where a line goes in the yard. Ensure correct departure signals are taken off for your train.
11	While passing signal at yellow LPs/Motormen/ALPs should be ready to stop the train at any point of time as aspect of next signal aspect might be Red. Observe the signal until passing them.
12	During run LP/ALP are sometimes engaged in casual talk and their attention is diverted. So LP/ALP should drive train with full concentration during run and specific conditions of section like next signal aspect, CDO, gate locations and laborers working in the section to be informed by the ALP to LP for controlling train during any eventuality.
13	LPs/Motormen/ALPs should have the precise location of signals and the proper aspect of the signal to be confirmed by LPs/Motormen/ALPs.
14	Poor LRD is also the prominent cause of SPAD. Hence, all LPs/Motormen/ALPs should have specific knowledge of the section and after passing signal at yellow aspect ALP should repeat aspect of next danger signal repeatedly for effective control of the train.
15	Checking of APM in all freight train examinations.
16	Few rakes are having tendencies to give a push up from load side at the time of stopping train (BLC, BTPN etc.). Hence, such trains should be stopped before adequate distance from the signal and train should be restarted again with crawling speed and stopped at appropriate location.

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3/8

ML



Action Plan on Preventing SPAD

4	All crew are counseled for Calling Out signal aspects loudly with gesture & of caution order imposed & of the next halt.
5	If any LPs/Motorman is returning from a long leave of more than 15 days then he needs to be accompanied by his nominated LI.
6	LP/ALP are having habit of writing log book/unsual report while on run. This may lead to loss of concentration. Hence, LI should counsel their nominated crew to not write anything while on run. LPG should write logbook/ unsual report after stopping of train and mail/express driver should write only at destination.
7	While taking rest at Running room LPs/Motormen/ALPs are sometimes busy in checking WhatsApp messages and adequate rest is not taken. LIs should counsel their nominated crew for not wasting time on WhatsApp chats while taking rest in Running room. LP/ALP should keep their mobile 'switched off'.
8	Nominated LI should counsel their nominated crew for controlling train at a down gradient where controlling of the train is difficult being a typical geography of signals.
9	Ensure Visibility of signals and unambiguous visibility of signal in curved yards. Use of signal repeater/signal post marker board indicating its line number, wherever required. Visibility of signals is different during day time and night time. So, LPs/Motormen/ALPs should be counseled about the proper visibility of signals during day as well as night time.
10	Few signals locations are such that the visibility is affected and aspect of signal is obstructed by opposite direction train. Hence, LPs/Motormen/ALPs should be counseled about these typical locations.
11	After passing yellow signal LP/ALPs should be counseled not to do anything and only concentrate on signal aspect ahead and to exchange signal aspects loudly. Do not assume the next signal.
12	Large number SPAD occur at low speed. This indicates loss of concentration due to mobile ringing, family problem, next duty plan, watching more attentively for passing trains etc. LPs/Motormen/ALPs should be counseled that all these problems should be addressed only after finishing their duty and only concentrate on their respective signals during run.
13	Identification of home signal on gradients where approaching trains are not to be stopped normally for simultaneous reception and dispatch.
14	Verification of SWR on such station and ensuring that the same is followed.
15	Verification of BPC issue at wagon depots to remove any error in calculation of brake power percentage.
16	LIs should conduct ambush checking of CUG/Personal mobile phone randomly. A report to be sent to Sr. DEE (OP)/Sr. DME (OP).
17	Counseling should touch emotional chord and LIs should develop trust of LPs/Motorman that his LI is a helping person and not against him.
18	All Motormen be counseled for switching ON Audio-Visual buzzer after passing yellow signal to remind motormen and guard that next signal is Red. Never isolate / switch off the AWS of EMU.
19	Crew be counseled that each signal aspect to be confirmed and not to assume aspect of next signal.
20	SPM Analysis to be done regularly.
21	Four-point Agenda of counseling of ALPs. <ol style="list-style-type: none"> Calling out signal with gesture till the train stops Keep watch on LPs action MP/Notch should be on zero Practical demo and training of operation of RS flap valve to ALPs.
22	Proper conditions for rest at running room in view of approaching Summer and avoidance of long hours.
23	All the ALPS are given practical demonstration of how to Operate Emergency Brake valve
24	All the crews are Counseled regarding RHS Signals, signals at curvature, down gradient.
25	Case study of SPAD happened to be made and discussed with crew and also to be included in DTC class room discussion.

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26	Foot plating as well as Counseling done by LIs after actual monitoring in Train
27	All long hood leading Locos to be foot plated by LIs.
28	At least 1/3 rd of monitoring by LIs should be at night.
29	Departmentally selected LPs to be specially monitored/counseled
(C)	CCRC/Lobby In charge/CTI (HQ)/Dy. SS/Guard/Signal Inspector/IR/Room In charge
1	List of critical signals located adjacent to each other are circulated to all crew & regular counseling done. Minimizing creation of wrong side signals and issue of booklet to crew at each lobby for familiarizing them of such signals.
2	List of signals located at right hand side is circulated among staff and rigorous counseling done.
3	Meditation room in each major running room be made functional.
4	Gross happiness Index implemented for each Running Room.
5	Case study of each SPAD case be prepared and distributed to Loco inspector, for counseling of crew.
6	Booklet covering Signals, Yard layout, Gradient, Cross-overs etc. is distributed to all running staff for improving knowledge of Crew.
7	Video to avoid SPAD cases be prepared and circulated amongst all crew.
8	In all lobbies, bell is provided to take oath by staff of 'No SPAD' while doing a Signing on in lobby.
9	Good work done by LIs to be monitored and every year LIs to be awarded for good work done.
10	Ambush checks to ensure that LPs/Motormen/ALPs are not using mobile phones on running duty on regular basis by all Divisions.
11	Provision of walkie-talkie for crews on all train.
12	Few LP/ALP are having poor knowledge of type of signals and specific rules for passing signals at danger. Such type of LP/ALP to be identified and adequate training to be given.
13	In CR territory, other zonal crew are also coming and have inadequate knowledge of section. Hence, concerned Division should take up one round of counselling of such Loco Pilots.
14	LP/ALP should be spared for one day in year for practical training at Loco shed for refreshing technical knowledge.
15	Few LP/ALP are booked in the section just one day of the expiry of LRD. This is not correct LP/ALP should be booked regularly in all sections for getting effective LRD of the section and not becoming overdue for LRD.
16	LPs/Motormen/ALPs grievances with respect to leave and other issues to be looked into positively.
17	Talk back phone provided at JBS is to be shifted one structure before since LP/ALP/Motorman has the tendency to stop the train near talk back phone. If the Loco Pilots misses slightly then SPAD may occur.
18	Retro reflective plate to be provided at all OHE masts for identifying actual distance of the signal.
19	Stress management courses are to be conducted regularly.
20	Excess duty hours booking of LP/ALP/Motorman to be avoided.
21	Quick response with feedback on deficiencies pointed out by crew and verification of the process at officer's level on a regular basis.
22	Before starting the train LPs/Motormen/ALPs should talk to Guard on walkie talkie about signal being given and he is starting. If LPs picks up wrong signal, then respective Dy SS may warn if the signal is not given and Guard may apply his emergency brake.
23	Psychological issues are to be identified of the nominated crew. This is to be identified by the LI and its record to be maintained.
24	Appreciation for good work by the crew will boost the confidence of crew. Good work to be done through PCDO and displayed in lobby for morale boosting of Crew.

Page 4 of 5

25	Clear visibility of sectional gradients and display of critical gradient locations in the crew lobby
26	Forcing Crew in new section without LRD lowers the confidence. Hence, crew should be booked only when proper LRD is ensured.
27	Few PPT slides may be uploaded in CMS as tips for prevention to SPAD so that LPs can see while signing on.
28	LPs/Motormen/ALPs identified in SPAD/PFI overshooting cases should be kept away from line duty, till such time he is found to be suitable for line working & Psycho test cleared again and in case he is booked, intensive monitoring to be done.
29	Gradation of driver (A, B, C) to be done rigorously and as per existing norms. Only 'A' category drivers should be booked on high-speed trains like Rajdhani/Duronto etc.
30	Retro reflecting signa board will help to identify location of signal.
31	Critical signals to be taught very specifically to the LPs.
32	Motivational classes/seminars are to be conducted on regular basis.
33	SPAD demo to be run in lobby on TV screen for creating awareness in the crew.
34	List of all RHS signals with section, signal number and location are displayed at lobby and soft copy circulated among crew.
35	Counseling of LIs also to be done by Officers. Knowledge of ALP/ LP to be checked by officers and to Counsel them.

30/12/2022
PCSO/CR



UL
19.4.22
PCEE/CR

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Security Letter regarding Booking of Parcels



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

No. 2019/Sec(CCB)/Parcel Screening

Dated. 31.03.2022

To,

**The General Manager,
All Zonal Railways.
CMD/ Konkan Railway Corporation Ltd. (KRCL)**

Sub:- Measure to be taken to prevent booking/ transportation of illegal/transportation materials by railways/leased parcel over Indian railways.

Recently an incident of low-intensity explosion was reported at Dharbhanga Railway station of East Central Railway during transportation of packages from platform to parcel office go-down. The consignment was booked from Secundrabad to Dharbhanga Railway station and was unloaded at Dharbhanga on 17.06.2021 from train no. 07007. During course of enquiry, it was revealed that the consignor had given his wrong identity and used fake/ forged documents to establish his identity at the time of booking. The enquiry also highlighted several gaps/ loopholes in Parcel booking, particularly in establishing the identity of consignor/ consignee & verification of material booked by them. The intention of consignor was to make an explosion in train and thereby cause loss of human life (passenger), property (Railway Property) and to cause a sense of insecurity among the common people, particularly the rail users. The serious crime committed as mentioned above has been treated as an act of terror and being investigated accordingly by NIA.

It was felt that we should review the lapses on our (Indian Railways') part and take preventive steps to ensure that similar incidents do not recur in future. Suggestions from field formations were sought in this regard, collated at Railway Board and examined jointly by Commercial & Security Directorates. Accordingly, the following instructions regarding booking/ loading/ delivery of Parcels and security at the Parcel Office are being issued for compliance by the Zonal Railways and KRCL:-

1. The staff booking the consignment/ granting delivery of the consignment should check the ID proof of the person booking the consignment/ taking delivery and should also collect a self attested copy of the same and keep for record.

Cont..02

(02)

2. A module for OTP authentication of the consignor (sender) and consignee (receiver), or their representatives, at the time of booking/ taking delivery shall be developed and implemented by CRIS in the Parcel Management System (PMS) - to ensure their genuineness.
3. CRIS shall also develop, as part of PMS, a module for on-line maintaining the record including photographs of the consignor (sender) and consignee (receiver), or their representatives. Till the time this module is developed, record of ID proofs shall be maintained in physical form.
4. Parcel scanner should be installed at Parcel offices and it should be ensured that the parcels have been checked through scanner and stamped with "Scanned, checked and found in order" before they are booked. Parcel scanners should be planned in phased manner through sanctioned works under Demand No 16.
5. Trained RPF personnel may be positioned at parcel offices to keep a check on attempts to transport illegal/ unauthorized consignments through parcel services.
6. For leased parcel space, the lease-holder may have the facility of scanning at their depot, and affix seal/ stamp/ tag on packages after scanning, which shall be cross-checked before loading. Alternatively, the lease-holder may use the facility provided at the station for scanning of consignments. The responsibility of genuineness of such consignments shall lie with the lease-holder; and violation of any penal section of criminal law in force may also result in prosecution under the concerned Criminal Act.
7. Installation of sufficient number of high definition CCTV cameras at the parcel booking counters as well as at the entry and exit points should be done. It should be made part of the station Video Surveillance System.
8. The data of parcel scanners & CCTV should be preserved at least for 30 days.
9. Deployment of RPF personnel with dog squad to randomly examine the parcels for any suspicious objects such as explosives and drugs can be done where ever dog squad is available.
10. Compliance to the provisions contained in Para 22 of Comprehensive Parcel Leasing Policy regarding manifest should be adhered to in true sense and spirit. Super checks as per the prescribed scale, by railway officials must be ensured. Stiff penalty on the leaseholder may be imposed in case any violation is noticed.
11. The lease holders should be strictly directed not to bring any inward parcel if 30 minutes or less are left for the scheduled departure of the train in which the parcels are to be loaded. The parcels should be guarded by the lease holders until they are securely loaded in train.

Cont..03

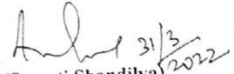
(03)

12. The list of authorized ID Cards/ Address proof should be similar to the documents required for KYC by banks or by UIDAI.

Ensuring security is a critical activity and all efforts shall be undertaken for the same. Cost of provision of security in parcel booking/ transportation/ delivery shall be borne by the Railway.

It is requested to implement above instruction in letter & spirit looking into the concern of security & safety of railways and its passengers.

This issues with the approval of Commercial & Security directorates of Railway Board.


(Sumati Shandilya)
31/3/2022

Inspector General/HQ
Railway Board

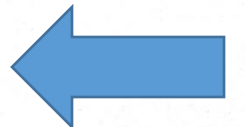
Tele No. 011-23385836

Email ID. Sumati.shandilya@gov.in
4th Floor, Room No. 434

Copy to:-

- i. Additional Member/ Commercial for kind information please with a request to kindly get the matter pursued with CRIS for pan Indian implementation of PMS with features mentioned in paras 2 and 3 above.
- ii. MD/ CRIS for information and necessary action in respect of paras 2 and 3 above.
- iii. PCSCs of all zonal railways with request to please co-ordinate with concerned authorities of their zone for its compliance and submit periodical progress in this regard on monthly basis.

Rail Bhawan, Raisina Road, New Delhi-110001



Crew Working Hour Status (Sign On-Sign Off)

August 2023				September 2023				October 2023			
S.No.	ZONE	>% 12 Hours**	>14 Hours % ***	S.No.	ZONE	> 12 Hours %	>14 Hours %	S.No.	ZONE	> 12 Hours %	>14 Hours %
1	CR	13.96	3.74	1	CR	14.60	4.26	1	CR	14.00	3.82
2	EC	2.84	0.39	3	EC	2.51	0.29	3	EC	4.70	0.86
3	ECO	33.22	12.55	4	ECO	33.61	12.81	4	ECO	31.19	10.81
4	ER	8.61	0.45	5	ER	10.42	0.94	5	ER	11.02	1.44
5	KR	0.61	0.09	6	KR	0.65	0.24	6	KR	0.83	0.25
6	NC	15.15	1.55	7	NC	15.94	1.67	7	NC	15.25	1.66
7	NE	3.56	0.07	8	NE	4.36	0.15	8	NE	4.55	0.09
8	NF	7.17	0.98	9	NF	7.36	1.11	9	NF	6.93	0.98
9	NR	2.77	0.18	10	NR	3.02	0.18	10	NR	3.20	0.18
10	NW	12.82	1.48	11	NW	10.56	1.16	11	NW	12.29	2.02
11	SC	14.56	0.75	12	SC	14.41	1.10	12	SC	13.13	0.40
11	SE	17.68	5.73	13	SE	12.17	2.05	13	SE	12.99	2.84
13	SEC	20.59	8.25	14	SEC	21.19	8.29	14	SEC	19.92	7.53
14	SR	7.50	0.96	15	SR	9.94	1.81	15	SR	8.14	1.69
15	SW	14.88	2.63	16	SW	15.90	2.51	16	SW	12.71	1.89
16	WC	14.87	3.43	17	WC	16.13	3.42	17	WC	16.74	3.30
17	WR	7.07	0.92	18	WR	6.46	0.92	18	WR	8.86	1.25

** 12 Hours: 5 zonal railways with maximum %age.

***14 Hours: 5 zonal railways with maximum %age



**IR railway zone wise Abnormality Analysis from
01.10.2023 to 31.10.2023**

Zone	Total Abnormality Reported inselected period	% Resolved with in 3 days
DFC	295	6.44
SEC	376	68.88
ECO	529	69.57
NE	406	70.94
EC	889	75.59
WC	340	77.35
SR	1296	78.09
NF	905	78.23
NC	1434	81.31
SW	663	84.31
KR	168	86.31
NR	1169	86.57
SE	632	87.03
NW	264	88.64
SC	1141	90.36
ER	932	90.99
CR	2130	91.83
WR	1025	96.10
IR TOTAL	14594	78.25



Zone Wise Percentage of Manual S/ON & S/OFF
From 01.10.2023 to 31.10.2023

SR	ZONE	Manual S/ON %	Manual S/OFF %
1	CR	1.1	0.7
2	DFC	9.7	2.2
3	EC	3.3	3.1
4	ECO	7.6	6.8
5	ER	0.9	0.2
6	KR	0.5	0.4
7	NC	1.0	0.6
8	NE	2.6	1.5
9	NF	3.3	2.2
10	NR	3.4	0.8
11	NW	2.8	0.8
12	SC	1.6	0.8
13	SE	7.2	1.7
14	SEC	3.7	1.9
15	SR	4.8	1.2
16	SW	2.4	0.6
17	WC	4.8	2.9
18	WR	3.1	1.2





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

No. 2019/Sec(CCB)/Parcel Screening

Dated. 31.03.2022

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Cont..02

(02)

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4. Parcel scanner should be installed at Parcel offices and it should be ensured that the parcels have been checked through scanner and stamped with "Scanned, checked and found in order" before they are booked. Parcel scanners should be planned in phased manner through sanctioned works under Demand No 16.
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9. Deployment of RPF personnel with dog squad to randomly examine the parcels for any suspicious objects such as explosives and drugs can be done where ever dog squad is available.
10. Compliance to the provisions contained in Para 22 of Comprehensive Parcel Leasing Policy regarding manifest should be adhered to in true sense and spirit. Super checks as per the prescribed scale, by railway officials must be ensured. Stiff penalty on the leaseholder may be imposed in case any violation is noticed.
11. The lease holders should be strictly directed not to bring any inward parcel if 30 minutes or less are left for the scheduled departure of the train in which the parcels are to be loaded. The parcels should be guarded by the lease holders until they are securely loaded in train.

Cont..03

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2007/Sec(Spl.)200/5

New Delhi, Dated: 24.09.2005

General Managers
All Indian Railways

KRCL, Navi Mumbai

Sub. Integrated Security System on the Railways -
Guidelines and technical specifications of
equipment.

As per the directions of Railway Board and in continuation of this office letter of even number dated 23.09.05, technical specification of required equipment is enclosed as Annexure (pages 1 to 64). It has been finalized by the 7 member Expert Committee nominated by the Railway Board which interacted with 38 firms who had submitted their Expressions of Interest and given presentation before this Committee.

2. Other details of the Integrated Security System are as below:

2.1 Integrated Security System will consist of following broad areas:

- (a) CCTV System.
- (b) Access control.
- (c) Personal and baggage screening system.
- (d) Explosive detection and disposal system.

2.2 Area to be covered under Integrated Security System shall be:

- Entry/Exit points (i.e. point from where passengers enter/exit ticketing area)
- Circulating area (including parking area etc.)
- Concourse
- All platforms (including waiting room/cloak room)
- Parcel area
- PRS
- FCB

- Yard Pit Shed, Washing Line, Station Limit (Home Signal / Home Signal)
- Vehicle entry point (to record vehicle number plate etc.) etc.)

2.2.1 The concept is to have multiple checking system starting from entry to the station premises and continuing till the boarding of the train. Entire station premises and other parts as indicated above must be under the coverage of CCTV system as per detailed norms laid down in the enclosure. CCTV system shall be IP based with video analytics and 30 days recording facility as per enclosed specification. Video analytic will have crowd management, left over baggage detection and intrusion detection features.

2.3 Access control will vary from station to station. However 6 ft. high boundary wall alongwith 1 1/2 ft barbed wall fencing must be provided in such a manner that unauthorized entry/exit is not possible through out the station area. It should be ensured that islands are in place around station building to prevent ramming of vehicles into station building.

2.3.1 Automatic vehicle scanner has to be provided at entry-gates from where vehicles enter into the station premises. The scanner shall be integrated into the Control Room meant for surveillance of CCTV system. Detailed specification is given in the enclosed annexure.

2.4 For personal screening reliance shall be on hand held metal detectors, door frame metal detectors and frisking in suspicious cases.

2.4.1 For baggage screening X-ray baggage scanner has to be provided as per enclosed specification. Project study conducted by the Indian Institute of Technology, New Delhi at Delhi main station revealed that 40 baggage scanners of very high capacity with conveyor belt would be required to cater the peak hour demand at Delhi main station with detention of passengers in the range of 20 to 40 minutes if we aim at 100% baggage checking.

2.4.2 Therefore, initially one X-ray baggage scanner has to be provided at every entry point. Number of entry points can be increased depending on volume of traffic and level of alert.

2.5 Explosive detection and disposal system has been bifurcated into two parts - Explosive detection and explosive disposal.

Progress of Bridge Works (2023-24): Important Items (No. of Bridges)

(As on 30.09.2023)

	Items	Yearly Target	Progress up to Sept'23
1.	Bridge Rehabilitation Works		
a)	ORN-1	0	0
b)	ORN-2	52	26
c)	ORN-3	350	237
d)	Extra Water Way	59	43
e)	DFC Feeder Route	62	14
f)	25-T Routes	126	104
g)	Others	851	623
	Total	1500	1047
	Adoption of New Technology Items		
1.	Automatic Water Level Monitoring System	97	63
2.	Drone Inspection	50	13
3.	Continuous Scour Depth Monitoring	16	2
4.	3D Scanning of River Bed	31	8
5.	Under Water Inspection	136	39 (by RORV-13)



Without insulating plates



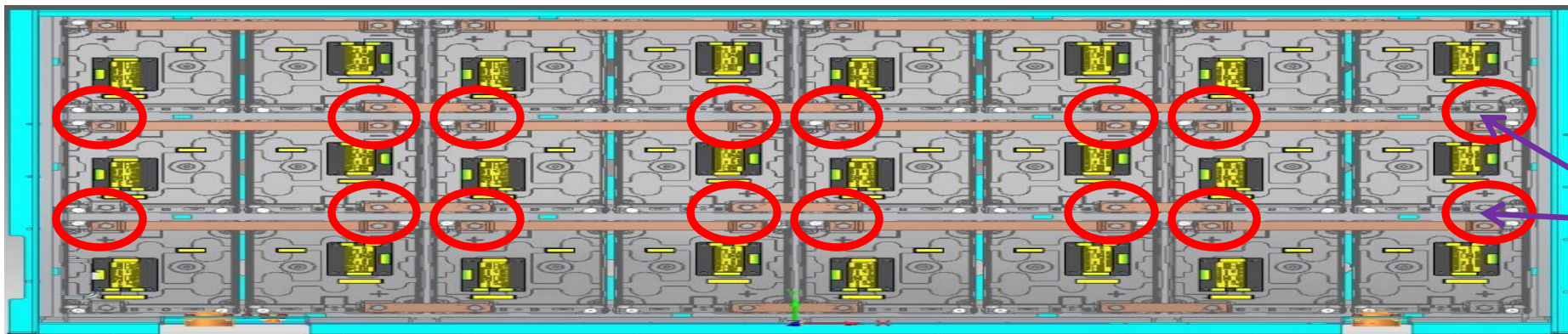
With Insulating plate



Without terminal caps

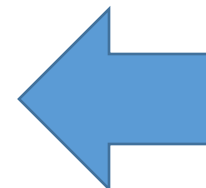
With terminal caps

Insulating Plates and Terminal Caps provided in battery



Opposite potential terminals of the battery is close by. Needs all busbar re-orientation

Changing the orientation of Busbar





1st Case
 Rly- VSKP Location: Top
 Rubbing mark of length 140 mm noticed on inner bottom side of the end coil and outer surface of the first active coil indicating mutual rubbing of these two coils in service.



2nd Case
 MMCT-GNC
 Location: Bottom



3rd Case
 HWH-NJP
 Location: Bottom



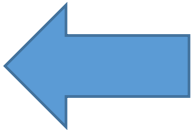
4th Case
 Rly- MMCT-GNC
 Location: Bottom
 This happened 2nd time, earlier spring was broken at the same location as mentioned in 2nd case. This spring was failed within 7 days after replacement. Now bogie has been replaced.



5th Case
 HWH-NJP
 Location: Top



S&T Unusual at DDUN on 21.08.2023



S&T Unusual at DDUN on 21.08.2023

Responsibility

Primary:-

i) **Sh. Manoj Kumar Tiwari** and **Sh. Ram Hari** wireman of KEC who has changed the wire & not tested properly. As per statement of SE/S&T /SIEMENS/KEC Sh. R K Singh, Ram Hari Gurjar wireman removed from service with immediate effect from 22.08.23

Correct aspects of S147 Starter Signal are:

- (a) Single yellow i.e. bottom yellow (Y)
- (b) Red (R)
- (c) Top & bottom yellow (YY)

ii) **Sh. Avinash Kumar Pandey**, PMC Officials- Failed to notice , monitor and stop the above mentioned work.(Vide PMC letter no. PMCS/EDFC2/LTT/2023/03958 dated:19.06.2023, Consortium was instructed to retain the signal unit wiring with existing wires and it should not be replaced by new wires).

iii) **Sh. Jitendra Mahato** , JE/S&T/DDUN who has failed to monitor the daily activities of PMC & Consortium at DDUN.


Blameworthy:-

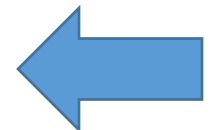
1. Incoming crew (LP & ALP) whose train was received at line-3A on single yellow aspect should have noticed this abnormality and reported the same to SM/DDUN, this could have averted the incident.
2. Outgoing crew (LP & ALP, Conductor) who failed to detect that wrong aspect of S-147 was lit and they understand that starter is OFF.

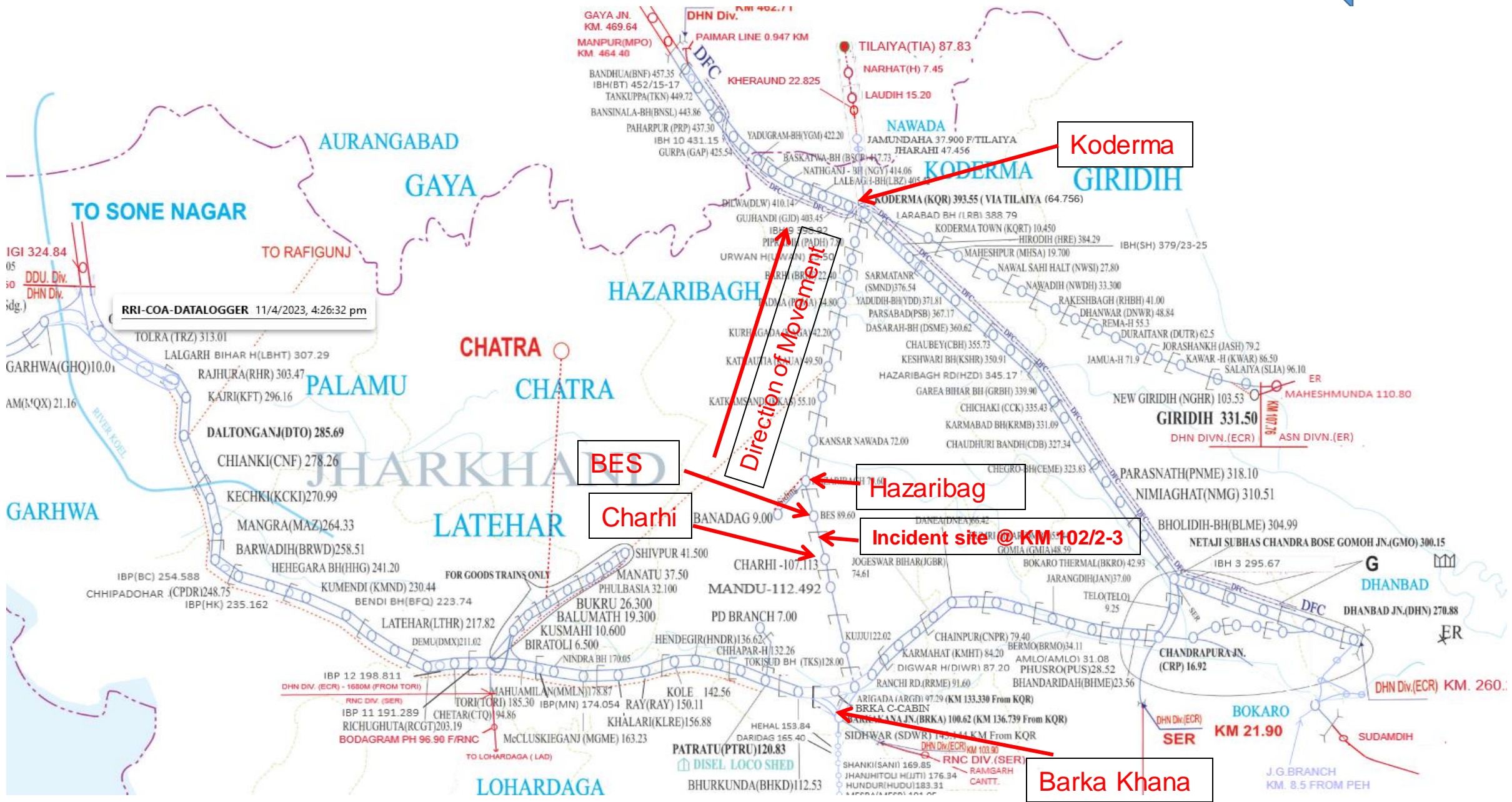

(M. P. Dubey)
AGM/OP&BD/PRYJ
Member


(Mukesh Kumar)
Dy.CSO/NCR
Member


(Vivek)
DGM/Safety/PRYJ
Member


(Anand Bhushan Saran)
CGM/S&T/PRYJ E
President





Koderma

Direction of Movement

BES

Charhi

Hazaribag

Incident site @ KM 102/2-3

Barka Khana

RRI-COA-DATALOGGER 11/4/2023, 4:26:32 pm

Incident Site Photographs



Unauthorised Tresspassing Location



Damaged Trolley



Trolley Parts

Sleeper Fence uprooted

