

NORTH WESTERN RAILWAY

Headquarter Office
Jaipur
Date: 19.09.2024

No. NWR/HQ/Safety/SD/17/24

Safety Drive No. 17/2024

PCE, CAO/C, PCME, PCEE, PCCM, PCSTE & PCOM- NWR & DRMs- AII, BKN, JP, JU.

Sub: Intensive Safety Drive from 23rd Sep, 2024 to 30th Sep, 2024.

Ref: (i) Railway Board's Letter No. 2024/Safety (Imp)/3/7/1 dated 17.09.24 & 20.07.24 (Copy enclosed).

1. In reference to above letter, a week long safety drive is to be launched from 23.09.2024 to 30.09.2024 by involving HAG/NFHAG/SAG/SG/JAG/SS/JS/AS officers and supervisors from HQ and Divisions/Workshops. The following areas need to be covered in the drive:
 - a) Asset maintenance in open line, maintenance depots and sheds
 - b) Points and Crossing Maintenance
 - c) Asset maintenance in workshops
 - d) Training and counseling of field staff involved in running, maintenance and operation
 - e) Compliance of laid-down rules in Train Operations including shunting operations
 - f) Worksite safety and personal safety
 - g) Unusual booked in Crew Management System
 - h) Night footplate inspection and Night Inspections of Stations including wayside stations
 - i) Duty hours of loco pilots /crew
 - j) Running of BPC overdue rakes
 - k) Ambush checks for Alertness of Staff (Crew, Station Masters, Pointsman, Train Manager, Track Maintainers, Gate Man etc.).
 - l) Crew observance of caution orders, analyzing speed charts, CVVRS etc.
 - m) Limited height subways, ROB, FOB, Water Tank, Roofs.
 - n) Daily unusual and reporting of failures.
2. Special emphasis shall be laid on the action items and areas identified by Divisions and Zonal Railways from the inspections reported during the Safety Drive No. 15/2024 (copy enclosed as annexure).
3. Only the shortcomings found during the inspections conducted under this drive should be posted by the officer conducting the inspection using the form available at the link <https://forms.gle/h7zdySVWY6sgbycW9> (QR Code printed below). The detailed inspection report may be retained by the inspecting official and can be called for when required.

The observations and findings in each area above must be critically analyzed at Divisional/Zonal level and their impact on safety needs to be kept in mind. Immediate action on observations shall be taken at Zonal/Division level.

DRMs should monitor the findings pertaining to their respective Divisions. The monitoring mechanism (sharing of data of the previous day) shall be adopted as done in the Intensive Safety Drive of August (SD-15) under reference.

The detailed inspection report may be retained and also send to this office. The QR Code printed as below:




19/9/24.

PCSO/NWR

DA- As above

Copy to:- Secretary to GM for kind information of GM
Secretary to AGM for kind information of AGM

Sr. DSOs- AII, BKN, JP & JU- for necessary action and follow up.

North Western Railway

10 Identified Areas of HQ/NWR in the Safety Drive of August-24

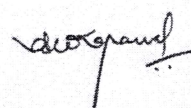
S.No	Focus Area	Action Planned
1	Points & Crossings including packing of points, Recoupment of Missing fittings, Proper housing of switches, Lubrication of slide chairs, etc.	Packing of points is being done regularly, however, it has been now intensified preferably with tamping machines. Missing fittings are also recouped regularly. Instructions have been issued vide letter No. NWR/HQ/Safety/Engg. Misc. dt 29.8.24 to all divisions for proper attention to all points & x-ings including yards on all aspects of maintenance and sending the reports along with site photographs for monitoring.
2	Water logging in RUBs	To improve the water logging in vulnerable RUBs, action plan has been prepared and implemented RUB wise covering various aspects of drainage arrangements. Further, sumps are being cleaned and dewatering being regularly done by installing dewatering pumps.
3	Missing/Loose fittings in Tracks.	Missing and loose fittings are being attended on the spot in maximum cases and on planned basis in remaining areas. Division has been advised to ensure zero missing fittings and regular counselling of staff is being done for ensuring the same.
4	Deficiencies at Level Crossing Gates & stations.	In addition to ensuring basic infrastructure at LCs, Retro reflective sheets are being provided by divisions on Emergency Sliding Booms and Main Boom for better visibility to road users and GWRs also being updated regularly. Defective Tri Color Torches, broken Wooden Wedges has been replaced at stations where deficiency was reported. Station Staff counselled to ensure proper entries in Stable Load Register, TSR & Charge Book. Competency certificate to work in electrified section has been provided.
5	Visibility of signals/Warning Boards	i) Visibility of signals restricted by tree branches and OHE Poles were identified as vulnerable and corrective action has been taken. Further vide letter No. NWR/HQ/Safety/S&T/Misc. Dated 29.08.2024, a drive of Signal sighting survey has been launched to recheck the signal visibility by sighting committees at divisional level. Additionally to check visibility of signals to crew for long hood condition, a separate drive has been already launched over NWR (No.- NWR/HQ/Safety/S&T/Misc. Dated 16.08.2024). ii) Regular joint inspection with engg. staff has already done and trees to be trimmed/cut have been identified and regular action is being taken to address the problem.

6	Power supply including overdue of Battery banks.	Instructions has been given to concerned regarding replacement of the battery banks on condition basis, wherever required. However, AT supply wherever not connected, is also planned by March, 2025 tentatively.
7	Mismatch of SWR /SWRD/SIP/TSWRD with actual site conditions.	Corrections are being done on regular basis wherever required. However, for the remaining locations it will be completed. TDC-30.11.2024.
8	Safety consciousness of staff.	<ul style="list-style-type: none"> i) Regular Training/refresher courses/counselling cover all safety aspects is being done to Crew, Operating, Engineering, S&T, Electrical and C&W including OBHS staff in addition to safety seminars, safety meetings and safety melas to improve safety consciousness. ii) Counseled CLI's to conduct ambush checks for monitoring the identified alcoholic prone staff. iii) ALPs are being counseled to keep their hand on the emergency break valve after passing one yellow signal. iv) Staff is counselled to follow proper precautions while doing welding in workshops. v) Staff counsel to ensure proper exchange of all right signals. vi) Proper tools not available with staff are being provided and regularly monitored at higher level for critical items. vii) OHE Staff counseled to observe availability of all OHE bonds during their foot patrolling & attend immediately if any deficiencies noticed.
9	Train inspection related to fire.	<ul style="list-style-type: none"> i) FSDS wiring not provided through separate conduits is being replaced. ii) MCB of proper rating is to be ensured in all the coaches. iii) Emergency light (AEL) in coaches found defective have been attended. iv) On board catering staff were imparted counselling regarding operation of fire extinguishers. v) Instructions given for displaying Safety instructions in working area in shed and workshop.
10	Earthing/Traction bonds and retro-reflective/ faded plates.	Earthing/traction bonds/ retro-reflective/faded plates are being checked regularly, and attended.

10 identified Areas of Ajmer Division in the Safety Drive of August-24

SNo.	Major Focus Area Points (Safety Drive 15)	Mitigation Measures
1.	Replacement of Wooden Sleepers by Steel Sleepers at Point & Crossings of MJ MG & Phulad MG stations and also at Rail Cluster Bridges in MJ-KBK MG section: At MJ &Phulad MG Stations,there are wooden sleepers provided at all point & crossings. Wooden Sleepers are also available at all the Rail Cluster Bridges of MJ-KBK MG section. The wooden sleepers have rotted and have become unserviceable. These wooden sleepers are required to be replaced by steel sleepers.	Charbhujaand Mavli Stations of MG section have been closed. Steel sleepers of these stations may be used for replacing the Wooden Sleepers at Point & Crossings of MJ MG & Phulad MG stations and also at Rail Cluster Bridges in MJ-KBK MG section. This work is targeted to be completed in the current year.
2.	Problem of Water Logging in yards of BHL, BER, AHO andalso at LC-3/AHO which occasionally affects Track circuit also.	<p>-Water logging problem of BHL line no.4 can be sorted out by providing side drains on both sides of track.</p> <p>-Water logging problem of LC-3 and AHO yard can be sorted out by providing side drains/minor bridge.</p> <p>-Water logging problem of BER yard can be sorted out by providing side drains. Proposal has been prepared and under process.</p> <p>All these works will be proposed in current Financial year to resolve long</p>
3.	Training/Counseling: -Training for operation of Fire Extinguishers to be given to OBHS staff, Linen distributing staff and Electrical escorting staff of trains. -Counseling of LP, ALP, TM and SS/SM of the Division for various types of authorities.	<p>-Training for operation of Fire Extinguishers was given to 320 OBHS staff and 180 electrical escorting staff during the months of July & August 2024.</p> <p>-Training for operation of Fire Extinguishers to OBHS staff, Linen distributing staff and Electrical escorting staff of trains is being repeated after every six months.</p> <p>- Replacement of portable type pressure generated fire extinguishers with portable type stored pressure fire extinguishers.</p> <p>-Total of 407 LPs, 214 ALPs, 218 TMs and 466 SS/SMs were counseled during the months of June & July2024.</p> <p>-Counseling of LP, ALP, TM and SS/SM of the Division for various types of authorities shall be planned every six months.</p>
4.	Provision of proper rating MCB and separate fire retardant conduit pipes for Positive and Negative wires of FDSS/FDS: There is no provision of MCB for FDSS/FDS for isolation of fault and also Positive and Negative wires are running in same conduit.	-Proposal for provision of proper rating MCB and separate fire retardant conduit pipes for Positive and Negative wires of FDSS/FDS in 320 coaches is under vetting and this work will be completed in next six months.

		-Proper functioning of FDSS/FDS is being ensured during primary and secondary maintenance.
5.	Replacement of faded Signaling & Engineering Boards: Over writing has been found on many of the PSR/SR boards and few Engineering Boards has been found during this drive.	Faded W/L board, Goods Sighting Boards, LC Gate Booms, Calling on boards, Last Vehicle "X" Boards and PSR/SR boards with over writing to be replaced by retro reflective type by Engineering, S&T and C&W. Target of replacement is next three months.
6.	Provision of Alarm/Buzzer for Indicating Non-Reversal of Points by Station Master after complete arrival of train: Alarm Unit for indicating Non-Reversal of Point has been provided at 67 stations out of 89 eligible stations.	-Alarm Unit for indicating Non-Reversal of Point is still to be provided at 22 stations. Target for completion is September'24.
7.	Gate Telephone with Voice Recording facility: Voice Recording facility has been provided at 59 LC gates out of total of 75 LC Gates.	Voice Recording facility is still to be provided at 16LC Gates. Work is proposed and target of completion is within current year.
8.	Non-working of Auto Mode of CLS Panel: Auto mode of CLS panel is not working at many Stations and LC Gates.	Procurement of PCB Cards is under process and shall be replaced within 06 months.
9.	Non-working of wipers and CAB ACs and Proper focusing of Head Lights in Loco Powers: Wipers and CAB ACs found defective in most of Loco Powers during this Drive.	Defect in wipers working and CAB ACs is being rectified at ABR Loco Shed and Ajmer Trip Shed during schedule maintenance.
10.	Mismatch of SWR/SWRD/TSWRD/GWR: Mismatch in SWR/SWRD/TSWRD/GWR was found during this Drive.	Rectification of mismatch in SWR/SWRD/TSWRD/GWR is under progress and target is next three months.



DRM/Ajmer/NWR

Issues identified during ongoing Safety Drive Aug-24 (Bikaner Division)

S.N.	Focus Areas	Mitigation Measures
	Electrical / TRD	
1	Counseling of staff regarding safety aspect items of TRD needs to be checked during foot patrolling of section and also during safety inspections.	Counseling of staff is being done regularly during inspections and safety drives. In newly electrified sections intensity of counseling is required to be increased as the staff is new for electrified area.
2	Availability of bonding and earthing and bond sleeves needs to be ensured regularly during inspections any deficiency found should be attended immediately.	Bonding, Earthing and Bond sleeves are being checked on regular basis and are being replaced on spot.
	Engineering	
3	Construction of RUB against Tress-pass locations to ensure safety of trains and to save lives.	27 RUBs have already been sanctioned while 26 RUBs are under sanction.
4	Deficiencies of the Point and crossings to be monitored at officer level and it shall be attended at the top most priority.	Deficiencies found in the point and crossing are being rectified on urgent basis. Monitoring at officer lever is also being done.
	S&T	
5	Safety Integrity test for EI/PI to ensure proper functionality of interlocking of signaling gears and action to be taken immediately regarding any deficiency found during test.	30 Nos. stations due in 24-25 as per SEM correction slip No. 11. Out of 30 stations safety integrity test has been done at 17 stations till now. Rest all will be completed by 28.02.25.
6	Provision of Fire alarm in Relay Rooms at remaining stations to curb the damage to sophisticate and costly signaling equipments due to fire incidences.	03 Stations (SGF, BWB, MNSR) have been nominated for this work for the FY 2024-25. Physical work is completed at MNSR. SGF & BWB will be done by 28.02.25.
	Electrical/G	
7	Electric Safety Tool kits to be procured and to be distributed to staff to avoid any mishap due to electrocution.	Tender for Energy conservation related work comprising of electrical safety tool kit is discharged. Revised NIT will be floated.
8	Provision of RCBO at all the electrical installations to ensure safety of passengers and the working staff.	Tender for leakage protection comprising of provision of RCBOs is discharged due to no bid received. Revised NIT will be floated.
	Mechanical Power	
9	Provision of data downloading facilities at A class lobbies for all types of speedometers of Electric locomotives and training of staff for downloading and analysis of fetched data	At BKN, HMM, HSR and CUR the facilities are provided. Procurement of material for SOG and CPRC Office is under process.
10	Controlling duty hours of crew beyond 12 hours & 14 hours as per RB letter no. 2007 / Elect (TRS) / 225 / 7 dated 26.04.2023. This is to be monitored at officer level.	Regular monitoring through officers of operating and mechanical department is being done to minimize duty of running staff.
	Mechanical /C&W	
11	Provision of fire smoke detection system (FDSS) in AC coaches to prevent any mishap due to fire incidences	Work has been completed in all the AC coaches.

Ten (10) Identified areas of Jaipur division in the safety drive of Aug.24

S.N.	Major Focus Area Points (Safety Drive 15)	Mitigation Measures.
1.	Loose and missing fittings of track.	Being attended as part of regular maintenance.
2.	Non-attending of joint P&C Insp.	Maintenance of P&Cs is being ensured as per maintenance schedule. There are cases where tongue rail/CMS crossing reconditioning is to be done. Proposal for reconditioning work have been vetted and tenders invited. Sufficient quantity of new materials is available with all AENs/SSEs for replacement.
3.	Protection of work sites.	Cases of lapses of work site protection protocol were observed concerned staff and departments have been counselled. 09 Safety samvad's have been organized in June & July, 2024 for counselling the grassroots workers to adhere to the safety protocol during execution of works/train operation. This exercise of counselling field staff is continued.
4.	Visibility of signals/tree trimming.	Visibility of signals restricted by tree branches. 1235 Nos. of trees/tree branches were identified as vulnerable and all have been cut. This is part of regular maintenance.
5.	Water logging in LHS.	Arrangement of Pumps/man power have been made for dewatering/clearing RUBs in bare minimum time. Works of providing side water drains/covering vulnerable RUBs etc. is being proposed to sanction at vulnerable/identified LCs to avoid such difficulties in future.
6.	Non-testing of Fire Extinguishers Safety equipment and emergency operation by station staff.	Instructions have been issued for periodical testing of fire extinguishers and use of other emergency operation/equipment.
7.	Walkie-talkie – working issues.	Attended and working properly. Additional 399 VHF sets are being procured and likely to be supplied by agency within period of 3 months.
8.	Use of safety gears while Working.	Concerned staff has been counselled. Regular counselling is being imparted by nominated CLIs and other inspecting officials.
9.	Mismatching of SWR/SWRD/TSWRD with actual site.	At 11 stations (JP, DO, CKS, DPA, BU, MKH, PSL, BWL, KNGT, MADA, NWH) mismatching of SWR & SWRD was observed. Corrections is in progress and will be completed by Nov, 2024 end. S&T, Engg. and TRD to expedite desired corrections.
10.	Non-working of Wipers in Locomotives.	Informed to concerned sheds. Defects in wiper working are being attended by concerned loco sheds during schedule maintenance. In addition to above, loco pilots have been instructed to repeat the said irregularities to concerned control for timely resolution.

Issues identified in JU Division during ongoing safety drive:

S.N.	Item	Mitigation Plan
1.	TRD Bond found loose/missing/open	More training being planned for staff taking up work of rail replacement /BCM work. Staff directed for ensuring tightness of loose bonds during fortnightly foot patrolling surveys.
2.	Signal visibility obstructed due to OHE poles.	1 OHE mast, 05 signals (MBW, OSN, KVA, LC-66 MTD-BKN, and RHI) and 38 goods warning boards out of 50 have been shifted and shifting work for remaining 12 (GWB) is under process.
3.	Writing work in location box /Relay room to be done with proper printing.	Drive has been completed for writing verification and deficiencies have been attended. At few places writing work with proper painting is remaining which is being attended, locations where alterations are being done (such as- LC gate closure, TWS point commissioning by open line, TWS siding etc.) writing work is being carried out as per RB policy.
4.	More attention required at point & crossing maintenance. Specially regarding fitting and packing.	Locations identified are being attended and staff are being counselled to give more attention on point and crossing maintenance.
5.	Training required on TWS replacement and repair	Staff counselling/Training has been planned
6.	Drain & bridges to be taken up at vulnerable breach locations	Action plan has been prepared for getting the work sanctioned.
7.	Water logging in yard – BGKT, JU, JSM RKB, MMY, PMY, DNA & GOTN	Action plan is being prepared for getting the work sanctioned.
8.	AC or Exhaust not available in relay room.	<ul style="list-style-type: none"> There are total 122 stations including 1 IBH where AC to be provided in relay room: <ul style="list-style-type: none"> I. 36 stations already provided with AC in relay rooms. II. 15 stations(SMR-MBF) will be

		<p>provided in sanctioned STD III work.</p> <p>III. 25 stations(LN(Ex)-SMR-BLDI(Ex)) will be provided in sanctioned doubling work.</p> <p>IV. 20 stations (funds asked from construction, estimate under vetting at div finance)</p> <p>V. 26 (work proposed in PB 2024-25) (08 stations in DNA(Ex)-RTGH(Ex), 11 stations in MTD(Ex)-BKN(Ex), 07 stations (BOM, RKZ, HRLI, STSN, PLCC, LNLA, SONU)</p>
9.	SWR/SWRD mismatch with actual layout.	07 number of mismatches will be addressed during next alteration work as it involves change in logic. Rectification of balance 15 locations with mismatch in SWR/SWRD/GWR is under progress and target is next three months.
10.	Point machine prone to water logging.	59 Point machines have been provided with IP67 Point motor and 20 Water proof cover have been provided and will be provided at balance points machine in water logging prone stations/yards.
11.	Crew needs to be trained for working in automatic signalling territory.	Two days training is being provided on automatic signal system by dedicated CLI at Jodhpur lobby. So far, 72 loco pilots and 56 assistant loco pilots have been trained and training of remaining crew will be ensured as per availability.

DRM/JU