

SOUTH CENTRAL RAILWAY



No. C/SFY-5/SD-30/July -2/2025

Office of the
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Date 04.07.2025

SAFETY DRIVE JULY - 2 /2025

Sub: Rly. Board's Safety Calendar Drive for the month of July' 2025 -reg.
Ref: 1.Rly. Board Lr. No.2025/Safety(Imp)/3/Safety Calendar dt 13.03.25
2.PCSO/SCR Ltr No.safety.387/safety Drive/RB Vol.XIII dt 04.07.25

Railway Board vide letter cited under reference, advised that a Safety drive for one week period starting from **07.07.2025 to 13.07.2025** to be conducted on the following aspects for the month of July'25.

ELECTRICAL	TRD: Drive for regulating equipment of OHE such as tilting of anti falling device, Free movement of auto-tensioning device etc.
	TRACTION: Monsoon Drive, which includes working of wiper, condition of Silica Gel, topping up of water in batteries etc.
	CREW: SPAD Drive- Drive to prevent SPAD Cases <ul style="list-style-type: none">• Footplate inspections , especially during night hours• Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by LP and ALP; whether the ALP is holding the RS valve while passing the signal at Yellow; whether the LP/ALP is using mobile phone while on run.• Checking of CVVRS recordings, where available, for the above to identify and counsel erring LPs/ALPs• Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at red signals' control of trains in automatic block system. Train driving in automatic block sections to be checked from SPM records also.• Following all speed restrictions meticulously• Monitoring of crew's braking technique for different types of load• Following prescribed speed restrictions for BMBS rakes• Checking for any medical condition, medications (prescribed by both railway and private doctors) that may affect train driving.• Checking of foot plating of full beat by assigned loco inspectors.• Family counseling sessions being organized, their quality and attendance therein• Road learning of track machine operators and tower

	<p>wagon operators and their competency certificates.</p> <ul style="list-style-type: none"> • Checking of crew links where adequate rest is not built in practically • Thorough intensive inspection of crew lobbies; checking of manual booking of crew, frequency and reasons. • Monitoring that unusual reported by crew are addressed quickly • Checking the genuine grievances of the crew are addressed promptly • Thorough intensive inspection of running rooms; quality of rest availed by LP/ALP in running rooms & head quarters • Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses • Ensuring that LP/ALP have understood and acknowledged all circulars timely. • Quality and effectiveness of modification of emergency brake valves in locomotives • Special monitoring of train driving in One-train-Only sections where such working is in practice, by checking the loco SPM records for proper stopping etc. • Signal sighting issues, caution indicators, sigma boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal and specific location of starter signal for a particular line during departure from stations to be specifically checked, identified and observed during foot plate. • Proper signal exchange • Provision and proper working of fog-safe devices in regions affected by fog • Lookout of any proper worksite protection, possible infringement by stray material, vehicle-especially careless cases where infringement was saved by very narrow margins/providentially. • Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPs are given adequate outstation rest as stipulated. • Detailed and intensive inspection of crew lobbies at officer's level. • Counseling all loco inspectors at Officer's level • Unusual reported by the crew should be monitored and addressed.
MECHANICAL	<ul style="list-style-type: none"> • Drive to ensure that all outlines are free of water logging,

	<ul style="list-style-type: none"> clearing of drainage, availability of pumps. Drive to see that wagon maintenance facilities do not have slush and mud in circulating areas and there is no excess vegetation that can harbor snakes etc. Ensure that all lights in yards for night examination are working. Ensure no leakage of current, sparking, over heating of joints at power supply to pit lines, examination points with welding and lighting facilities. Drive to check that there is no water ingress in to electrics of coaches.
S&T	<ul style="list-style-type: none"> To check and ensure effectiveness of interlocking at L.C gates and all S&T items. Availability of TRD bonds
OPERATING	<ul style="list-style-type: none"> Observing Monsoon precautions: Coordination with engineering department for movement of materials at vulnerable locations Informing Engineering department officials about heavy rains, thunderstorms, etc. affecting the movement of trains.
ENGINEERING	<ul style="list-style-type: none"> Monsoon patrolling both stationary and mobile as per monsoon booklet, inspection of equipment of patrolmen, inspection of patrol books by engineering officials, checking over patrolling at night. Joint Yard Inspection

After completion of the drive, a consolidate report from each branch item wise checks, deficiencies noticed and no of staff counselled to be **submitted to this office by 14.07.2025 as per the Annexure-A, B & C** for appraising to DRM and PCSO office.

Encl: Annexure-A, B & C

Note: All BOs are requested to ensure that details of deficiencies noticed and its attention particulars with photos to be submitted both hard & soft copy for appraising to PCSO office as advised.

SP 2221

[A. Suresh]
Sr. DSO/SC

Copy: DRM/SC for kind information.

ADRM/O & ADRM/I for kind information.

Sr DEN/Co, Sr DEN/N,W&S, Sr DME/Co, Sr CDO/SC &HYB, Sr DEE/M, Sr DOM, Sr DSTE, Sr DEE/TRSO, Sr DEE/TrD, Sr DEE/ELS/LGD, Sr DEE/ELS/KZJ, Sr DME/DLS/KZJ & DEN/C for information and necessary action pl.

Format for the week long safety drive for the month of July'25
(07.07.2025 to 13.07.2025)

Annexure - A

Week long safety drive for the Month of June'25

S.No.	Dept	Elec (TRD+ TRSO+ TRS)	Mech	S&T	Optg	Engg	Total
1	No. of inspections done by officers						
2	No. of inspections done by supervisors						
3	Total No. of inspections done.						
4	Total No. of Checks conducted						
5	Total No. of staff counseled						
6	No. deficiencies found						
7	Total No. of compliances done.						
8	TDC for balance deficiencies.						

Annexure - B

List of items to be checked during the Safety drive

1. ELECTRICAL

Dept	Observations to be done on	Total No. of checks done	Total No. of staff counselled	Total No. of deficiencies observed	No. of deficiencies attended	Balance	Action taken / (TDC)
TRD	Drive for regulating equipment of OHE such as tilting of anti falling device, Free movement of auto-tensioning device etc.						
TRACTION	Monsoon Drive, which includes working of wiper, condition of Silica Gel, topping up of water in batteries etc.						
CREW	Footplate inspections, especially during night hours						
	Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by LP and ALP; whether the ALP is holding the RS valve while passing the signal at Yellow;						

whether the LP/ALP is using mobile phone while on run.					
Checking of CVRS recordings, where available, for the above to identify and counsel erring LPs/ALPs					
Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at red signals' control of trains in automatic block system. Train driving in automatic block sections to be checked from SPM records also.					
Following all speed restrictions meticulously					
Monitoring of crew's braking technique for different types of load					
Following prescribed speed restrictions for BMBS rakes					
Checking for any medical condition, medications (prescribed by both railway and private doctors) that may affect train driving.					
Checking of foot plating of full beat by assigned loco inspectors.					
Family counseling sessions being organized, their quality and attendance therein					
Road learning of track machine operators and tower wagon operators and their competency certificates.					
Checking of crew links where adequate rest is not built in practically					
Thorough intensive inspection of crew lobbies; checking of manual booking of crew, frequency and reasons.					
Monitoring that unusual reported by crew are addressed quickly					
Checking the genuine grievances of the crew are addressed promptly					
Thorough intensive inspection of running rooms; quality of rest availed by LP/ALP in running rooms & head quarters					
Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses					
Ensuring that LP/ALP have understood and acknowledged all circulars timely.					
Quality and effectiveness of modification of emergency brake valves in locomotives					
Special monitoring of train driving in One-train-Only sections where such working is in practice, by checking the loco SPM records for proper stopping					

etc.					
Signal sighting issues, caution indicators, sigma boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal and specific location of starter signal for a particular line during departure from stations to be specifically checked, identified and observed during foot plate.					
Proper signal exchange					
Provision and proper working of fog-safe devices in regions affected by fog					
Lookout of any proper worksite protection, possible infringement by stray material, vehicle-especially careless cases where infringement was saved by very narrow margins/providentially.					
Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPs are given adequate outstation rest as stipulated.					
Detailed and intensive inspection of crew lobbies at officer's level.					
Counselling all loco inspectors at Officer's level					
Unusual reported by the crew should be monitored and addressed.					
Grand Total					

2. Mechanical:

Observations to be done on	Total No. of checks done	Total No. of staff counsel ed	Total No. of deficiencies observed	No. of deficiencies attended	Balance	Action taken/ /TDC
Drive to ensure that all outlines are free of water logging, clearing of drainage, availability of pumps.						
Drive to see that wagon maintenance facilities do not have slush and mud in circulating areas and there is no excess vegetation that can harbor snakes etc.						
Ensure that all lights in yards for night examination are						

working.						
Ensure no leakage of current, sparking, over heating of joints at power supply to pit lines, examination points with welding and lighting facilities.						
Drive to check that there is no water ingress in to electrics of coaches.						
Grand Total						

3. S&T

Observations to be done on	Total No. of checks done	Total No. of staff counsel ed	Total No. of deficienci es observed	No. of deficienci es attended	Balance	Action taken/ planned/ TDC
To check and ensure effectiveness of interlocking at L.C gates and all S&T items.						
Availability of TRD bonds						
Grand Total						

4. Operating:

Observations to be done on	Total No. of checks done	Total No. of staff counsel ed	Total No. of deficienci es observed	No. of deficienci es attended	Balance	Action taken / planned /TDC
Observing Monsoon precautions:						
Coordination with engineering department for movement of materials at vulnerable locations						
Informing Engineering department officials about heavy rains, thunderstorms, etc. affecting the movement of trains.						
Grand Total						

5. Engineering:

Observations to be done on	Total No. of checks done	Total No. of staff counsel ed	Total No. of deficienci es observed	No. of deficienci es attended	Balance	Action taken / planned /TDC

Monsoon patrolling both stationary and mobile as per monsoon booklet, inspection of equipment of patrolmen, inspection of patrol books by engineering officials, checking over patrolling at night.						
Joint Yard Inspection						
Grand Total						

Annexure-C

- 1) **Details of depart-wise major deficiencies noticed and attended are as mentioned below (important photograph should be attached / included in report):**

- 2) **Details of depart-wise major deficiencies noticed and yet to be attended with TDC are as mentioned below (important photograph should be attached / included in report):**

30.2.2021
Sr DSO/SC