

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

No. 2001/Elect(G)/138/5

Dated: 09.12.2024

**Principal Chief Mechanical Engineers,**  
All Zonal Railways.

**Sub: Special drive for fire safety of electrical items in EMUs/MEMUs.**

Ref: This office letter of even number dated 04.12.2024

Apropos above, Railways have been advised to conduct safety drive of super check of EMUs and MEMUs.

In this regard, it is advised that a shed wise presentation may be prepare on completion of drive comprising of number of coaches checked, super checks conducted, deficiencies found and action taken.

It may be treated as 'Very Urgent'.

  
(दिवाकर कुमार)

संयुक्तनिदेशकविद्युतअभियांत्रिकी (सा.)  
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रायसीनामार्ग, नईदिल्ली- 110001

Copy to: CESE/CETE/CEE(RS), All Zonal Railways- for kind information and necessary action please.

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

No.2001/Elect(G)/138/S

New Delhi, Date 04.12.2024

**Principal Chief Mechanical Engineer,  
All Zonal Railway**

**Sub: Special drive for fire safety of electrical items in TL/AC coaches and EMU/MEMU**

An intensive week long drive to be launched with immediate effect as detailed below. Special emphasis should be given to the following items:

**TL/AC coaches:**

1. All protective equipments such as fuses, contactors, MCBs etc. should be intact and with proper rating. No bypassing and paralleling to be done.
2. Fire extinguishers as per guidelines with proper validity to be ensured.
3. Fire detection and alarm system provided in the coaches must be in working condition.
4. Thermal scanning of power panels of all coaches on load to be done as per extent guidelines. A drive in this regard is already in place.
5. Fire detection and suppression system (FDSS) provided in pantry cars should be in working condition.
6. Fire smoke detection system (FSDS) should be in working condition.

**Power cars:**

1. Fire detection and suppression system (FDSS) provided in pantry cars and power cars should be in working condition.
2. Leakage/seepage of lube and fuel oil in the engine room should be arrested before putting in service.
3. All safety equipments including sensors should be in working condition.
4. Thermal scanning of power panels of all coaches on load to be done as per extent guidelines. A drive in this regard is already in place.
5. Radiator as well as side body filters to be cleaned properly.
6. It should be ensured that no oil leakage is there.
7. Working of EGT sensors should be ensured.
8. Engine rooms to be cleaned properly in every inspection.
9. Escorting staff should be counselled and trained.

**EMU/MEMU trains:**

1. BDV and DGA of Transformer oil should be well within limits.
2. Check healthiness and working of Transformer oil temperature sensors.
3. Availability of adequate fire extinguishers to be in working order with proper validity.
4. Proper functioning of all protective relays and contactors. Use of MCBs and Fuse of specified ratings.
5. Coaches should be free from inflammable items. Dry sweeping of coaches to be carried out before stabling at yard.
6. All under gear items e.g. bogie and wheels, coupling, brake system etc. should be defect free.
7. Functioning of smoke/fire detection with alarm system to be ensured, if provided.
8. Checking of battery boxes, battery isolation switch, and battery Fuses to be ensured.
9. Thermal scanning on load to be done as per extent guideline.
10. All safety modifications should be ensured.
11. Ambush check should be done by officers to ensure that all norms particularly safety norms are being followed.

Rolling stocks under maintenance in sheds, depots and workshops should also be super checked by officers. Rolling stock in operation should also be super checked by foot plating of power cars, Coaches and EMU/MEMUs. Night stabling rakes should also be super checked by officers.

Number of coaches checked, super checks conducted, deficiencies found and action taken to be filled on daily basis in the Google sheet, the link of which is as under:

TL/AC Coaches- <https://tinyurl.com/5n8y43zf>

EMU/MEMU- <https://tinyurl.com/yex53tdm>

*Dikshant Kumar*  
(दिवाकर कुमार)

मंगल निदेशक, विद्युत इंजीनियरिंग (सा.)  
दूरभाष - 011-47845423, ई-मेल: [diwaker.kumar@gov.in](mailto:diwaker.kumar@gov.in)  
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Copy to: CESEs & CETEs/ Zonal Railways- for necessary action please.



## EAST CENTRAL RAILWAY

Office of the  
Sr. DEE/MEMU/ JHAJHA  
Date- 25.11.2023

L. No. 11/MEMU/JHAJHA/Tech

Dy. CSO/Elect.  
ECR/HJP

Sub: Compliance Week-long Safety Drive for the month of November'24.

Ref: your office L. No. No. ECR/Safety/RBSDC/24 25, dated: 04.11.24

In reference to above subject, Compliance of concerned para pertaining to MEMU Shed Jhajha are furnished below:

Summary Report									
Divn/HQ	Department	No. of Officers inspection	No. of Supervisor	Topic of Drive.	No. of deficiencies Identified.	No. of deficiencies attended	No. of deficiencies pending	TDC	Remarks
DNR/JP	TRS	05	12	Winter precaution	24	24	NIL	NA	---

S N	Division	Station/Section	Officials name	Department	Topic of drive	Description of deficiency noticed	Action taken/Remarks	TDC	
1	DNR	JHAJHA	i) Suresh Kumar Singh/SSF ii) Suresh Kumar Mandal/II iii) Pratik May Kerkar/III iv) Shrikant Kalyan Bhat/II v) Sudhir Kumar v) Sudhir Kumar Mandal/II vi) Shrikant Kalyan Bhat/II vii) Sudhir Kumar/II viii) Sudhir Kumar/II		Re greasing of pantograph servomotor to avoid jamming	i) In MC 198354 regreasing has been done on date 13.11.24. ii) In MC 048008 regreasing has been done on date 17.11.24.		Regreasing has been done.	NA
2	DNR	JHAJHA	i) Sudhir Kumar ii) Suresh Kumar Singh/SSF iii) Suresh Kumar Mandal/II iv) Sudhir Kumar/II		Working of Air dryer	i) In MC 048017 Air leakage found on date 14.11.24.	Same has been attended and rectified and now working properly.	NA	
3			i) Vinod Kumar/SSF		Precise level of oil to be maintained in TEP	NH	NA	NA	

		iii) Prashant Kumar/JE iv) PRINCE KUMAR/JE v) Vikash Kumar/JE			
		i) Manoranjan Kr./SSE ii) Vinod Kr. Singh/SSE iii) Prashant Kumar/SSE iv) PRINCE KUMAR/JE v) Vikash Kumar/JE	Condition of Silica gel for transformer	i) In MC 40038 & 048008 color of silica gel found pink on date 13.11.24. ii) In MC 058034 & 40005 color of silica gel found pink on date 14.11.24 iii) In MC 138022 color of silica gel found pink on date 15.11.24 iv) In MC 198352 & 40035 color of silica gel found pink on date 16.11.24 v) In MC 078066 & 058035 color of silica gel found fade on date 17.11.24.	Defective Silica gels of mentioned coaches has been changed
4		i) Manoranjan Kr./SSE ii) Vinod Kr. Singh/SSE iii) Prashant Kumar/SSE iv) PRINCE KUMAR/JE v) Vikash Kumar/JE	Tap charger	i) In MC 188523 T-5 coil found weak on date 12.11.24 ii) In MC 198889 'T' Type Benzo of NC 4 found broken on date 13.11.24. iii) In MC 048017 T-4 coil late pickup during notching on date 14.11.24. iv) In MC 40035 T-2 tap changer contactors found heavily flashed on date 16.11.24	i) Same has been changed ii) Same has been replaced with metal Benzo iii) Same has been replaced with old serviceable coil iv) Same has been changed.
5		i) B. K. Jha/SEE ii) Bharat Bhusan/SSE	Airtightness of cab main doors	i) In MC 188523 Hinged door lock found defective on date 12.11.24 ii) In MC 138022 Hinged door lock & hinges found defective on date 15.11.24 iii) In MC 198352, 188241 & 40035 Hinged door MS plate welding found defective on date 16.11.24	Same has been repaired
6		i) B. K. Jha/SEE ii) Bharat Bhusan/SSE	window shutter repair	i) In MC 189157 window shutter found defective on date 12.11.24 ii) In MC 40038 window shutter found	Same has been repaired

ve silica  
mentioned  
has been

						defective on date 13.11.24 iii) In MG 158036 Window shutter found defective on date 15.11.24	
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Additionally, the MEMU Shed, Jhajha, has deputed SSE/JE to various MEMU night stabbing points for inspection during this drive. The details are provided in the table below :

SN	NS point inspected	Name of official	Date of Inspection	Deficiencies found
1.	SHC	Vinod Kr. Singh /SSE	11.11.24	i) SSE/JE & staffs were not trained in MEMU. ii) Inspection register, tools & spare materials were not available. iii) RDSO NS format was not being filled & MEMU not being checked as per guideline. iv) Watering & toilet cleaning were not done. v) Pathway & lighting facility were not available.
2.	IPR	Deepak Kumar /SSE	12.11.24	i) Inspection register & spare materials were not available. ii) Pathway was not available. iii) MEMU not being checked as per RDSO NS point guideline.
3.	BEA	Saurabh/JE	13.11.24	i) Inspection register & spare materials were not available. ii) MEMU not being checked as per RDSO NS point guideline. iii) Watering & toilet cleaning were not done. iv) Pathway & lighting facility were not available
4.	NKE	Prince Kumar/JE	13.11.24	i) Half of SSE/JE & staffs were not trained in MEMU. ii) Inspection register was not available. iii) Pathway facility was not available.
5.	SPJ	Manoranjan Kr. /SSE	14.11.24	i) SSE/JE & staffs were not trained in MEMU. ii) Inspection register, tools & spare materials were not available. iii) MEMU not being checked as per RDSO NS point guideline. iv) Pathway & lighting facility were not available.
6.	KIUL	Shambhu Kr./JE	14.11.24	i) Tools & spare materials were found insufficient. ii) MEMU not being checked as per RDSO NS point guideline. iii) Only dry sweeping & cleaning of coaches was done.
7.	MFP	Prashant Kumar /SSE	15.11.24	i) Inspection register, tools & spare materials were not available. ii) MEMU not being checked as per RDSO NS point guideline. iii) Lighting facility was available only on platform side.
8.	BXR	S. K. Mandal/SSE	15.11.24	i) Inspection register was not available. ii) Lighting facility was not available.

9.	BJU	Prasant kumar Sinha/JE	15.11.24	i) ) staffs was not trained in MEMU. ii) Inspection register, tools & spare materials were not available. iii) Not proper lighting facility was available.
10.	PNBE	Amit Kumar/JE	16.11.24	i) SSE/JE & staffs were not trained in MEMU. ii) Inspection register was not available.
11.	DDU	B. K. JHA/SSE	16.11.24	i) Inspection register & spare materials were not available. ii) Sweeping & toilet cleaning were not done
12.	GAYA	S. K. Singh/SSE	17.11.24	i) Inspection register & spare materials were not available. ii) Toilet cleaning was not done. Only dry sweeping was done. iii) MEMU not being checked as per RDSO NS point guideline. iv) Pathway & lighting facility were not available.
13.	RXL	Vikas kumar/JE	17.11.24	i) Inspection register & spare materials were not available. ii) MEMU not being checked as per RDSO NS point guideline. iii) Pathway & lighting facility were not available.
14.	ARA	Sachchoo Kumar /JE	17.11.24	i) Staffs were not trained in MEMU. ii) Inspection register & spare materials were not available. iii) Pathway not available.
15.	RGD	Bharat Bhusan Pd./SSE	17.11.24	i) Staffs were not trained in MEMU. ii) Inspection register & spare materials were not available. iii) Coach & toilet cleaning were not satisfactory. iv) Pathway & lighting facility were not available.

SANJEEV  
KUMAR

Digital Signature  
KUMAR  
Date: 2023-11-24  
11:45

Sr. DEE/MEMU/JAJ

Copy to:

CESE/ECR: for kind information please.

# East Central Railway

Office of the  
General Manager (Safety)  
Hajipur

Dated : 04.11.2024

No. ECR/Safety/RBSDC/24-25

Divisional Railway Manager  
East Central Railway,  
DHN, DNR, DDU, SEE & SPJ.

Sub : Week-long Safety Drive for the month of November'24.

Ref : Railway Board's letter No.2024/संरक्षा-I /3/11 dated 04.11.2024.

Railway Board has advised all Zonal Railways to launch one week safety drive starting from 11.11.2024 with special emphasis on some aspects mentioned (indicative) in the letter under reference. It has been further advised that Zonal Railways should issue their own comprehensive drive including suitable checklist for inspecting Officers/Supervisors based on various Winter precautions drive launched for various department by Railway Board. It has also been instructed that officers of various departments from HQ should also be involved and effective follow up action should be taken on all deficiencies and irregularities noticed during the drive.

It is, therefore, requested to ensure issuance of checklist from respective departments and to instruct all concerned to conduct safety inspections as per the checklist and arrange to send results of the drive in the following format in signed copy to HQ by 20.11.2024 on e-mail ID [dycsoelectricalecr@gmail.com](mailto:dycsoelectricalecr@gmail.com) or through e-office to Dy.CSO/Elect/ECR.

Summary Report									
Divn/ HQ	Depa- rtme- nt	No. of Officers inspection	No. of Supervisor inspection	Topic of drive.	No. of deficiencies identified.	No. of deficiencies attended	No. of deficiencies pending	TDC	Remarks

Detailed Report									
S. No.	Division	Station/ Section	Date of Inspection	Officials Name	Department	Topic of drive	Description of deficiency noticed	Action Taken/Remarks	TDC

DA/- Railway Board letter under reference.

Digitally signed by  
GOVERDHAN  
KUMAR  
Date: 2024.11.04  
22:15:21 +05'30'

(Goverdhan Kumar)  
Dy.CSO/Elect./HJP  
For PCSO/ECR

Copy to :

1. PCEE, PCME, PCSTE, PCOM & PCE are requested to issue checklists for their respective departments and to issue instruction to officials to conduct inspections.
2. Sr.DSO/ECR/DHN, DNR, DDU, SEE & SPJ for follow up action please.



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



क्र. 2024/संरक्षा-1/3/11

नई दिल्ली, दिनांक: 04.11.2024

महाप्रबंधक,  
सभी क्षेत्रीय रेलवे, और  
प्रबंध निदेशक, के.आर.सी.एल और डी.एफ.सी.सी.आई.एल.

विषय: नवंबर' 24 माह के लिए सप्ताह भर चलने वाला संरक्षा अभियान।

दिनांक 11.11.2024 से शुरू होने वाले एक सप्ताह के लिए निम्नलिखित पहलुओं पर विशेष जोर देते हुए एक संरक्षा अभियान शुरू किया जाना चाहिए:-

A Safety Drive for one week starting from 11.11.2024 should be launched with special emphasis to be given to the following aspects:-

ELECTRICAL	<p>TRD: drive for section insulators such as badly chipped or slightly cracked, dust and dirt accumulated on insulators Flash-marks on runners etc.</p> <p>CREW: speed monitoring device chart analysis. Counsel running staff regarding working of trains during poor visibility condition like foggy weather etc.</p> <p><b>TRACTION:</b> Drive for winter such as Re-greasing of pantograph servomotor to avoid jamming, Working of heaters/blowers in both cabs, Airtightness of cab main doors, window shutter, sand sealing of ventilator covers and Proper level of oil to be maintained in TFP, Grand Traction Converter etc. Silica gel for transformer, Tap charger and traction converter must be in good condition. Air dryer must be in working order and isolation should not be permitted.</p>
MECHANICAL	<ul style="list-style-type: none"> <li>Audit of welding facilities and practices in workshops and maintenance units</li> <li>Sealing/locking of Brake Valve cut out cock in Fire and Smoke Detection System and sealing of magnet Valve in Fire Detection and Suppression System of Pabtry Cars/Power Cars.</li> </ul>
S&T	To check and ensure whether proper sealing is being done of Control Panel, Block Instruments, HKT box, CH box etc. Checking visibility of Signals
OPERATING	<p>Observing precautions during foggy weather</p> <ul style="list-style-type: none"> <li>Availability of Fog Safety Device in working condition in Loco</li> <li>Adequate availability of detonators with the Guard</li> <li>Availability of Visibility Test Object (VTO)</li> <li>Observance of speed limits by Loco Pilot during Foggy weather</li> </ul>

ENGINEERING	Intensive check of Cold weather patrolling: knowledge of patrolmen, adequacy of safety equipment, Provision of GPS to the patrolmen, availability of patrol book etc.
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ये पहलू प्रकृति में केवल सांकेतिक हैं; क्षेत्रीय रेलवे को अधिकारियों/पर्यवेक्षकों के निरीक्षण के लिए उपयुक्त चेकलिस्ट सहित अपना स्वयं का व्यापक अभियान जारी करना चाहिए। मुख्यालय से विभिन्न विभागों के अधिकारी भी शामिल रहें। अभियान के दौरान पाई गई सभी कमियों एवं अनियमितताओं पर प्रभावी अनुवर्ती कार्रवाई की जाए। पीसीएसओ को प्रणालीगत कमी की पहचान करने के लिए डेटा का गंभीर विश्लेषण करने के लिए निर्देशित किया जाना चाहिए और समय-सीमा के साथ की गई/की जाने वाली कार्रवाई की योजना दिनांक 25.10.2024 तक बोर्ड को भेजी जानी चाहिए। हार्ड कॉपी भेजने के अलावा, रिपोर्ट अनिवार्य रूप से SMDMS पर Pdf और doc दोनों प्रारूपों में अपलोड की जानी चाहिए तथा इसे edeesafety@gmail.com और safetyimp46@gmail.com पर ई-मेल भी किया जा सकता है।

These aspects are only indicative in nature; Zonal Railways should issue their own comprehensive drive including suitable checklist for inspecting Officers/Supervisors covering other aspect of Various Winter precaution drives launched by respective technical department of the board such as

Railway Board letter no 2022/EEM/161/Pt-II dated 29/10/2024

Railway Board letter no 2005/Elect(TRS)/440/23 dated 21/10/2024

Railway Board letter no 2001/Elect(g)/138/5 dated 10/10/2024

Railway Board letter no 2016/CE-II/Safety/Precaution dated 15/10/2024 etc.

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 be directed to critically analyze data to identify systemic deficiency and action taken/planned to be taken with timeline should be sent to the Board by 22.11.2024.

Apart from sending hard copy, the report should invariably be uploaded on SMDMS, both in PDF and DOC format and may also be e-mailed at edeesafety@gmail.com and safetyimp46@gmail.com.



(Ashok Kumar Nakra)

अशोक कुमार नाकरा

Executive Director/EE/Safety

कार्यकारी निदेशक/ई.ई./संरक्षा

Phone/फोन: 011-23047427

# East Central Railway

Office of the  
General Manager (Safety)  
Hajipur

Dated: 03.10.2024

No. ECR/Safety/Fog Signal/2024

**Divisional Railway Manager**  
**East Central Railway,**  
**DHN, DDU, DNR, SEE & SPJ.**

**Sub : Winter precautionary activities for the upcoming Winter Season/Foggy Weather.**

**Ref:- Railway /board Safety directorate letter no. 98/Safety (A&R)/19/16 dated. 26.10.2019.**

In reference to the Railway Board safety directorate letter under reference, to ensure safe operation of trains during Foggy/Winter season, some activities need to be started at the earliest so that the winter precautionary works get completed before onset of Foggy weather/Winter season and some activities need to be continued during Foggy weather/Winter season. An illustrative list of activities is being mentioned for ready reference as follows:

## (A) Engineering Deptt. Related activities

1. Lime marking on tracks at distant signal or Signal sighting board location to be done as per SR 3.61 (B)
2. Painting/Provision of luminous strips on Engg. Boards, lifting barriers etc. to be ensured as per SR 3.61(C).
3. Examination & Lubrication of Rail Joints including bolt holes of Joggled Fish Plates should be completed as per schedule.
4. De-stressing of LWR/CWR shall be completed wherever due.
5. LWR/CWR in RF/WF prone locations should be identified and measures like recouping of missing fittings and de-stressing at lower temperature for winter season may be taken as per requirement.
6. All arrangements for cold weather patrolling should be made as per para 1005(3.4.5) of IRPWM 2020 and G&SR 15.05. Patrolman should be provided with GPS Trackers as per Board's letter No. 2017/CE-II/TK/Policy Pt. dated 17.11.2017 for monitoring patrolling and to facilitate quick communication.
7. A close watch on rail temperature should be kept and temperature record register should also be maintained by the SSE/P.Way. Cold Weather Patrolling must be introduced as per para 1005(3) of IRPWM 2020.
8. Duty hours of Keymen should be suitably changed so that failures, if any, can be detected in time.
9. Inspection of LWRs/CWRs & SEJs by JE/SSE/P.Way and ADEN as per Para 354(c) of IRPWM 2020 and attention to be carried out as and where found necessary.
10. It should be ensured that there are no arrears of USFD testing and corrective action as per provisions of USFD manual is taken.
11. Rails having corroded flange should be kept under special watch. If necessary, speed restriction should be imposed to ensure safety.
12. All pending joint checking of points & crossing with S&T department to be completed and deficiencies to be attended at the earliest.
13. Supply of winter uniforms, safety shoes, torches to Gangman & Patrolman to be ensured as per para 103(15)(f) of Chapter 1 of IRPWM.
14. All obstructions to signal noticed by signal sighting committee should be removed.
15. Ensure working of Head light, Flasher light, Marker light and Speedometer of Track machines as per G&SR para 4.14.

File officers  
all charges  
Re expedite  
R  
07/10/2024

R  
Record kept  
07/10/2024

R  
Lokman  
07/10/2024

R  
Derkatta  
08/10/2024

R  
Babu  
08/10/2024

## **(B) Loco, Elect (G), TRD & EMU related activities**

1. Provision of Sigma boards with luminous strip before stop signals to be ensured as per SR 3.61(C).
2. Painting/Provision of OHE mast number plates to be ensured as per ACTM & correction slips.
3. Removal of bird nest., Kite threads etc. from OHE structure to be ensured.
4. Proper sealing of all kinds of switchgears & ensuring healthiness of breathers & Silica gels in switch-gears to be ensured.
5. Checking of oil level & arresting of oil leakage in all kinds of oil cooled equipment and switchgears of loco, EMUs & TRD to be ensured.
6. All pending joint checking of TRD & Electrical (G) with S&T department to be completed and deficiencies noticed to be complied at the earliest.
7. Heaters/blowers in both cabs of loco and EMUs to be made functional.
8. Sealing of cab of loco and motor coach of EMU need to be ensured to prevent entry of cold air.
9. Ensure all sanders of loco in working condition and availability of dry sand in all sand boxes and tightness of all sandbox covers.
10. Free movement of brake cylinders and greasing of piston of loco to be ensured.
11. Ensure working of Head light, Flasher light, Marker light and Speedometer of loco, EMU/DEMUS & Tower Wagon as per G&SR para 4.14.
12. Ensure replacement of damaged windshield, wipers, side looking glass of loco and motor coach of EMU/DEMUS etc.
13. Annual Earth testing of all metallic structures to be completed at the earliest.
14. Room heaters should be made available in running rooms.
15. All obstructions to signal noticed by signal sighting committee should be removed.

## **(C) Operation related activities**

1. Tower wagon driver, Track machine operators, Crew, Gate man & Station Master to be counselled about using Detonators, VTO, introduction of Modified Automatic Block Signaling etc. as per GR 3.61, SR 3.61 (D&E), SR section I & 2 and Correction Slip 9 & 10 during foggy weather.
2. Pending Training/PME of crew, Tower wagon driver, Track Machine operators to be completed as per SR 3.61(C)
3. Crew link to be reviewed as per SR 3.61 (C).
4. Training/Counselling of crew/Tower wagon driver/Track machine operators for working of trains in Foggy weather to be organized as per SR 3.61(C & F).
5. Supply of LED flasher tail light to Train Manager to be ensured as per SR 3.61(B)
6. Counseling of Crew, Tower wagon driver, Track machine operators regarding use of Head light, Flasher light, Marker light, Tail lamp and Speedometer during foggy weather as per G&SR para 4.14 & 4.15 to be done.

## **(D) S&T Deptt. related activities**

1. Painting/Provision of luminous strips of Signal posts, lifting barriers & Signal sighting boards etc. to be ensured as per SR 3.61(C).
2. All defective bulbs/LEDs of Signal to be replaced on priority.
3. The working of Modified Automatic Signaling system should be jointly tested with operating department. The working of "A" Marker Light & Signal post telephones should be especially checked.
4. Reliable and uninterrupted power supply for Signaling equipment should be ensured.
5. All pending joint checking of points & crossing with Engg. to be completed at the earliest.
6. All pending joint checking of Electrical power supply arrangement with Elect (G) to be done and deficiencies to be complied at the earliest.
7. All poor visibility signals noticed by signal sighting committee should be attended/relocated.

Above activities are indicative and other precautionary measures mentioned in Railway Board's letter (Copy attached) to be followed strictly. All concerned field officials may be directed to take necessary action accordingly.

All divisions are requested to send details of action taken on Winter precautionary activities for the upcoming Winter Season/Foggy Weather to this office at the earliest.

D.A: As referred above (06 Pages).

Digitally signed  
by SUNIL  
KUMAR  
Date: 2024.10.03  
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**SUNIL**  
**KUMAR**  
(Sunil Kumar)  
Dy. Chief Safety Officer/Traffic  
For PCSO/ECR/HJP

Copy to:- (i) Secy. to GM/ECR- for kind information of GM.

(ii) Dy. Secy. to AGM/ECR- for kind information of AGM.

(iii) PCE, PCEE, PCSTE & PCOM/ECR- for kind information.

(iv) Sr. DSO/ECR/DHN, DNR, DDU, SEE & SPJ- for information and necessary action.

Government of India  
Ministry of Railways  
(Railway Board)

No.98/Safety(A&R)/19/16

New Delhi, dt. 25.10.2019

The General Managers,  
All Indian Railways,  
Konkan Railway Corp., Navi Mumbai,  
Metro Railway, Kolkata,  
Railway Electrification, Allahabad.

**Sub: Train Operation during Foggy & inclement weather – Precautions.**  
**Ref: Board's letter of even number dated 22.11.2017.**

Detailed instruction on the above subject were issued to Zonal Railways vide Board's letter of even no. dated 22/11/2017. Subsequent to issue of these instructions, Board had decided that with the use of fog devices in locomotives, the maximum permissible speed during foggy/inclement weather condition be enhanced from 60 Kmph to 75 Kmph. References have been received from some of the Zonal Railways seeking clarification on the subject. It has therefore, been decided that following precaution/preparation be done by Zonal Railways for train operation during foggy/inclement weather as under:

**(A) Infrastructure/Additions/Alterations.**

**(i) Provision of Fog Safe Device:-**

Reliable Fog Safe Devices, if available, may be provided to the Loco Pilots in all Locomotives running in fog affected areas during fog. Placement of detonators under conditions as prescribed in Para E(ii) shall be dispensed with, where reliable Fog Safe Device is available and is in working order.

**(ii) Modification of Automatic Signalling System:**

Introduction of Modified Automatic Signalling System as per G.R 9.01 (3) & (4) and G.R 9.03 (3) and (4) and G.R 5.18 to be followed strictly

**(B) Works to be completed before foggy weather to strengthen Rail Infrastructure:-**

**(i) Adequate supply of detonators to be ensured.**

**(ii) Lime marking across the track at the Sighting Board (or at Distant Signal In case of Double Distant Signals) must be done.**

**(iii) All Signal Sighting Boards, Whistle Boards, fog signal posts and busy vulnerable level crossing gates which are accident prone should either be painted or provided with yellow/black luminous strips. The work of repainting for their proper visibility should be completed before onset of winter/foggy season.**

**(iv) Lifting barriers at busy level crossings, where necessary, to be provided with Yellow/Black luminous indication strips.**

**(v) The new existing SLRs are already being fitted with LED based flasher tail light, therefore, the existing SLRs with fixed Red lights should also be modified and fixed with LED lights. This will be a very important step to ensure safety in foggy weather.**

The Railways should undertake this work on war footing. When the train is held up in Automatic territory (or double and multiple section) in abnormal situation including fog, the Guard will put the LED light to 'on' position. This will be in addition to Flashing Red Tail Lamp.

- vi) It should be ensured that retro reflective strip in Sigma shape for identification of stop signal be provided as per existing instructions
- (C) The following points are to be kept in mind during operation of trains in foggy weather:-

(I) Reduced Movements During Fog:-

Rationalization of movements in the Coaching yards, approach to terminals, and at/near terminals etc. has to be done to reduce pressure on congested areas; this may be achieved by reduction in loco changes, reduced shunting, etc and cancellation of trains. 20 % reduction in movements during the fog has to be ensured i.e. by reduced movement of locos from and to shed, shunting in major yards, etc. and mainly by cancellation of trains - Mail/Express and Passenger trains running in and via Delhi area as also upto an equal no. also in other fog affected sections (other than the trains passing via Delhi area) to be proposed to be cancelled. A review be done by all Zonal Railways with mutual consultation to identify which Mail/Express and Passenger trains are to be cancelled and proposals sent to the Coaching Directorate. Railway Board. This will also help in tackling extra requirement of Loco pilots/Assistant Loco pilots and Guards for changing enroute on sections where there is abnormal increase in duty hours of crew. This will also increase availability of spare rakes to cater to late running of trains.

- (ii) PME/Refresher Training and other Safety/Promotional Courses of Loco pilots/Assistant Loco pilots and Guards in ZRTIs/STCs, etc who become due between 15<sup>th</sup> December and 31<sup>st</sup> January should be completed by 15<sup>th</sup> December.
- (iii) Fog affected Railways should review the crew changing locations. In view of increased hours on road the Railways may create infrastructure at new/additional crew changing locations. Simultaneously the loco/crew/rake links be reviewed during the period of fog. All crews (Loco Pilots, Assistant Loco Pilots and Guards) on stationary duty should be utilized for train working especially during fog.
- (iv) The instructions on all matters including cancellation of train be made applicable from 20<sup>th</sup> December to 31<sup>st</sup> January every year subject to the provisions if the fog sets in early before 20<sup>th</sup> December and continues beyond 31<sup>st</sup> January respectively as the case may be.

(D) Visibility Test Object (VTO):-

- (i) The check of adequacy of visibility through the VTO is to guide the SM/ASM so as that he can decide when detonators are to be placed to warn the Loco Pilot of the location of an approach Stop Signal.
- (ii) VTO for Semaphore Signalling and for two aspect C.I.S:-  
The VTO may be the light (or arm by day) of a Starter Signal (where exists) or the back light of the Home Signal etc. as defined in GR 3.61/(2)(b). In such cases, the VTO is normally located 300-350 meters at a place from where it is to be seen by the SM. During foggy or tempestuous weather, when such a VTO is not seen by the SM, it shall determine that fog has set in.

*Note: The Visibility Test Object to be defined in the SWR of stations, which qualify for placement of detonators, should be on each end of a station (for junction stations there may be more than two VTOs).*

- (iii) Prescribed VTO for Multiple Aspect Colour Light Signalling:-
- (a) Stations with MACLS shall have a prescribed VTO located at a distance of 180 metres from a nominated location where the SM shall stand.
- (b) When a prescribed VTO is not visible from 180 metres or more during dense fog, the SM shall not use his discretion as per GR 3.61(2)(a) but will arrange to place the detonators to warn the Loco Pilot, unless specified otherwise in these Instructions.
- Note:- There should be one Visibility Test Post In MACLS territory (at stations which qualify for placement of detonators) located at a distance of 180 meter from the place where the SM shall normally stand to see the prescribed VTO.*
- (iv) When the VTO (or the prescribed VTO) provided under conditions laid down is not visible to the Station Master, he shall take action as under:-
- (a) Ensure that signals are lit during night as well as during day in Semaphore Signalling sections when visibility is impaired due to fog, and VTO is also lit.
- (b) Observe the VTO before granting Line Clear to a train.
- (c) In case prescribed VTO is not visible; take action as under:-
- depute fog signalman with detonators to place detonators in situations prescribed under para (E) (ii) at 270 – 280 metres from the first stop signal to inform in advance the location of this signal to the Loco Pilot of the approaching train.
  - Engineering Department will make all efforts to provide fog signalman
  - No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train.
- (d) Provisions given as per GR 5.18 to be followed strictly and no train to be advanced beyond the Starter, or beyond Intermediate Starter Signal where these exists, upto the Advance Starter at stations which do not have track circuiting in this zone.
- (E) Necessity of Placement of Detonators:-
- (i) Where Not Necessary to Place Detonators:-
- It is not necessary to place detonators to indicate 'location of a Stop signal' to the Loco Pilot in following circumstances:-
- (a) In sections where a reliable Fog Safe Device has been provided on Locomotives;

- (b) Where adequate pre-warning is provided; i.e. at stations where double distant signals are provided.
- (c) Where maximum speed allowed in the station section is upto 15 kmph even at stations where pre-warning signal is not available, but a Warning Board exists.
- (d) Where speed of the section is less than 50 KMPH (but more than 15 kmph) and the first signal of a Station is not a stop signal.
- (e) In Automatic Signalling territory;
- (f) On Gate Signal;
- (g) On Departure Signal;
- (h) At the site(s) of Temporary Speed Restriction imposed due to maintenance of Track/OHE/Signal.

**(ii) Where it is necessary to Place Detonators:-**

The Detonators should be placed at 270 meters short of the First Stop Signal at stations detailed as under:-

- (a) At 'A' class stations where Warner exists - Detonators to be placed short of Home signal and not the Warner;
- (b) At 'B' class station equipped with Lower Quadrant Signals - Detonators to be placed short of Outer signal.
- (c) In Multiple Aspect Signalling, where single Distant Signal is provided - Detonators to be placed short of Home signal.

*Note:-The Fog Signal Posts will be provided only at stations where there may be a requirement for placing detonators. Such post may, therefore, be shifted suitably based on the above mentioned position(s).*

**(F) Precautions by Loco Pilot:-**

The Loco Pilot shall take action in regard to speed of the train during fog as under:-

- (i) During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction; this speed shall in any case not be more than 75 kmph.
- (ii) Loco Pilot to whistle frequently to warn the gateman (where provided) and road users of an approaching train at level crossings.
- (iii) In Absolute Block System the speed should not exceed 75 kmph as detailed at item (i) above.
- (iv) In Automatic Block Territory the speed will be subject to the judgement of the Loco Pilot as mentioned in item (i) above and shall not exceed as under:-

- (a) After passing Automatic stop signal at 'Green', the speed not to exceed 75 Kmph.
- (b) After passing an Automatic stop signal at 'Doubtful Yellow', the speed not to exceed 30 Kmph.
- (c) After passing an Automatic stop signal at 'Yellow', the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal.

*Note (i) In case fog safe device is not available in locomotives or the device fails enroute the maximum speed of 75 Kmph as indicated above shall be reduced to 60 kmph or less subject to judgement of Loco pilot.*

*Note (ii) As provided under GR 4.16 (1) (b) a red tall lamp of approved design displaying a flashing red light, during day or night, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle.*

*Note (iii) First Stop Signal location kilometre chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table.*

*Note (iv) Prevailing Fog situation should be advised to Crew & Guard in lobby during "Sign ON".*

Zonal Railways are advised to incorporate these instructions in their Subsidiary Rules to relevant GRs and comply the same accordingly.

Further, Zonal Railways should ensure that the staff be advised and counseled regarding provisions in the G&SRs and these Instructions of the Board before the onset of fog. Each and every crew is to be imparted necessary training for upto two days about the systems of working of trains during fog. This process be completed by 1<sup>st</sup> December every year positively.

(Ashish Kumar)  
Executive Director/Safety-II  
Railway Board

# East Central Railway

Office of the  
General Manager (Safety)  
Hajipur

Dated 03.10.2024

No. ECR/Safety/Fog Signal/2024

**Divisional Railway Manager**  
**East Central Railway,**  
**DHN, DDU, DNR, SEE & SPJ.**

**Sub : Winter precautionary activities for the upcoming Winter Season/Foggy Weather.**

**Ref:- Railway /board Safety directorate letter no. 98/Safety (A&R) 19/16 dated. 26.10.2019.**

**Ref:- Railway /board Safety directorate letter no. 98/Safety (A&R) 19/16 dated. 26.10.2019.**

In reference to the Railway Board safety directorate letter under reference, to ensure safe operation of trains during Foggy/Winter season, some activities need to be started at the earliest so that the winter precautionary works get completed before onset of Foggy weather/Winter season and some activities need to be continued during Foggy weather/Winter season. An illustrative list of activities is being mentioned for ready reference as follows:

## (A) Engineering Deptt. Related activities

1. Lime marking on tracks at distant signal or Signal sighting board location to be done as per SR 3.61 (B)
2. Painting/Provision of luminous strips on Engg. Boards, lifting barriers etc. to be ensured as per SR 3.61(C).
3. Examination & Lubrication of Rail Joints including bolt holes of Joggled Fish Plates should be completed as per schedule.
4. De-stressing of LWR/CWR shall be completed wherever due.
5. LWR/CWR in RF/WF prone locations should be identified and measures like recouplment of missing fittings and de-stressing at lower temperature for winter season may be taken as per requirement.
6. All arrangements for cold weather patrolling should be made as per para 1005(3,4,5) of IRPWM 2020 and G&SR 15.05. Patrolman should be provided with GPS Trackers as per Board's letter No. 2017/CE-II/TK/Policy Pt. dated 17.11.2017 for monitoring patrolling and to facilitate quick communication.
7. A close watch on rail temperature should be kept and temperature record register should also be maintained by the SSE/P.Way. Cold Weather Patrolling must be introduced as per para 1005(3) of IRPWM 2020.
8. Duty hours of Keymen should be suitably changed so that failures, if any, can be detected in time.
9. Inspection of LWRs/CWRs & SEJs by JE/SSE/P.Way and ADEN as per Para 354(c) of IRPWM 2020 and attention to be carried out as and where found necessary.
10. It should be ensured that there are no arrears of USFD testing and corrective action as per provisions of USFD manual is taken.
11. Rails having corroded flange should be kept under special watch. If necessary, speed restriction should be imposed to ensure safety.
12. All pending joint checking of points & crossing with S&T department to be completed and deficiencies to be attended at the earliest.
13. Supply of winter uniforms, safety shoes, torches to Gangman & Patrolman to be ensured as per para 103(15)(f) of Chapter I of IRPWM
14. All obstructions to signal noticed by signal sighting committee should be removed.
15. Ensure working of Head light, Flasher light, Marker light and Speedometer of Track machines as per G&SR para 4.14.

*All officers  
All quarters  
Please expedite*

*ZSY  
8/10/24*

## **(B) Loco, Elect (G), TRD & EMU related activities**

1. Provision of Sigma boards with luminous strip before stop signals to be ensured as per SR 3.61(C).
2. Painting/Provision of OHE mast number plates to be ensured as per ACTM & correction slips.
3. Removal of bird nest., Kite threads etc. from OHE structure to be ensured.
4. Proper sealing of all kinds of switchgears & ensuring healthiness of breathers & Silica gels in switch-gears to be ensured.
5. Checking of oil level & arresting of oil leakage in all kinds of oil cooled equipment and switchgears of loco, EMUs & TRD to be ensured.
6. All pending joint checking of TRD & Electrical (G) with S&T department to be completed and deficiencies noticed to be complied at the earliest.
7. Heaters/blowers in both cabs of loco and EMUs to be made functional.
8. Sealing of cab of loco and motor coach of EMU need to be ensured to prevent entry of cold air
9. Ensure all sanders of loco in working condition and availability of dry sand in all sand boxes and tightness of all sandbox covers.
10. Free movement of brake cylinders and greasing of piston of loco to be ensured
11. Ensure working of Head light, Flasher light, Marker light and Speedometer of loco, EMU/DEMUS & Tower Wagon as per G&SR para 4.14.
12. Ensure replacement of damaged windshield, wipers, side looking glass of loco and motor coach of EMU/DEMUS etc.
13. Annual Earth testing of all metallic structures to be completed at the earliest.
14. Room heaters should be made available in running rooms.
15. All obstructions to signal noticed by signal sighting committee should be removed

## **(C) Operation related activities**

1. Tower wagon driver, Track machine operators, Crew, Gate man & Station Master to be counselled about using Detonators, VTO, introduction of Modified Automatic Block Signaling etc. as per GR 3.61, SR 3.61 (D&E), SR section I & 2 and Correction Slip 9 & 10 during foggy weather.
2. Pending Training/PME of crew, Tower wagon driver, Track Machine operators to be completed as per SR 3.61(C)
3. Crew link to be reviewed as per SR 3.61 (C).
4. Training/Counselling of crew/Tower wagon driver/Track machine operators for working of trains in Foggy weather to be organized as per SR 3.61(C & F).
5. Supply of LED flasher tail light to Train Manager to be ensured as per SR 3.61(B)
6. Counseling of Crew, Tower wagon driver, Track machine operators regarding use of Head light, Flasher light, Marker light, Tail lamp and Speedometer during foggy weather as per G&SR para 4.14 & 4.15 to be done.

## **(D) S&T Deptt. related activities**

1. Painting/Provision of luminous strips of Signal posts, lifting barriers & Signal sighting boards etc. to be ensured as per SR 3.61(C).
2. All defective bulbs/LEDs of Signal to be replaced on priority.
3. The working of Modified Automatic Signaling system should be jointly tested with operating department. The working of "A" Marker Light & Signal post telephones should be especially checked.
4. Reliable and uninterrupted power supply for Signaling equipment should be ensured.
5. All pending joint checking of points & crossing with Engg. to be completed at the earliest
6. All pending joint checking of Electrical power supply arrangement with Elect (G) to be done and deficiencies to be complied at the earliest.
7. All poor visibility signals noticed by signal sighting committee should be attended/relocated

# East Central Railway

Office of the  
General Manager (Safety)  
Hajipur

Dated: 03.10.2024

No. ECR/Safety/Fog Signal/2024

Divisional Railway Manager  
East Central Railway,  
DHN, DDU, DNR, SEE & SPJ.

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14. All obstructions to signal noticed by signal sighting committee should be removed.
15. Ensure working of Head light, Flasher light, Marker light and Speedometer of Track machines as per G&SR para 4.14.

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7/10/24

## (B) Loco, Elect (G), TRD & EMU related activities

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5. Checking of oil level & arresting of oil leakage in all kinds of oil cooled equipment and switchgears of loco, EMUs & TRD to be ensured.
6. All pending joint checking of TRD & Electrical (G) with S&T department to be completed and deficiencies noticed to be complied at the earliest.
7. Heaters/blowers in both cabs of loco and EMUs to be made functional.
8. Sealing of cab of loco and motor coach of EMU need to be ensured to prevent entry of cold air.
9. Ensure all sanders of loco in working condition and availability of dry sand in all sand boxes and tightness of all sandbox covers.
10. Free movement of brake cylinders and greasing of piston of loco to be ensured.
11. Ensure working of Head light, Flasher light, Marker light and Speedometer of loco, EMU/DEMUS & Tower Wagon as per G&SR para 4.14.
12. Ensure replacement of damaged windshield, wipers, side looking glass of loco and motor coach of EMU/DEMUS etc.
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2. Pending Training/PME of crew, Tower wagon driver, Track Machine operators to be completed as per SR 3.61(C).
3. Crew link to be reviewed as per SR 3.61 (C).
4. Training/Counselling of crew/Tower wagon driver/Track machine operators for working of trains in Foggy weather to be organized as per SR 3.61(C & F).
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## (D) S&T Deptt. related activities

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2. All defective bulbs/LEDs of Signal to be replaced on priority.
3. The working of Modified Automatic Signaling system should be jointly tested with operating department. The working of "A" Marker Light & Signal post telephones should be especially checked.
4. Reliable and uninterrupted power supply for Signaling equipment should be ensured.
5. All pending joint checking of points & crossing with Engg. to be completed at the earliest.
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7. All poor visibility signals noticed by signal sighting committee should be attended/relocated.

**East Central Railway  
Hajipur**



**Office of the  
Principal Chief Mechanical Engineer  
Hajipur – 844101**

No. ECR-HQ0Mech(MEMU)/16/2023-I

Dated: 25.09.2024

**Sr.DEE/ MEMU/JAJ,  
DME/TS-I/SEE,  
DEE/MEMU/GAYA**

**Sub: Fire Safety Drive EMU/MEMU.**

Ref: 1. Railway Board Letter no. 2024/Elect(G)/ 181/4 dated: - 20.09.2024.  
2. This Office letter no.ECR-HQ0Mech(AC)/6/2021 dated:- 07.06.2024.

Fire Safety Drive was carried out by MEMU Sheds JAJ, Gaya & DEMU Shed SEE from 08.06.2024 to 20.06.2024. Based on the data submitted during the drive following points have been identified to be taken care of by all MEMU car sheds (points mentioned in Ref letter 1).

Hence MEMU shed JAJ, MEMU shed Gaya & DEMU shed SEE are advised to carry out inspection of EMU/MEMU coaches during various maintenance schedules, strictly following latest RDSO/RB guidelines, and defects thus found should be duly rectified before offering the EMU/MEMU rakes for service only after ensuring that, all electrical power and control electrical connections are tight, all power cables are in sound condition, protective equipments against over-current, over-voltage, earth fault and fire safety equipment etc. are in perfect working condition. It should also be ensured that fire extinguishers are available at designated locations.

*All officers  
all charges*  
*SK  
26/09/24*

*Rev  
B  
26-9-24*

**SANJAY  
KUMAR**  
Digitally signed by  
SANJAY KUMAR  
Date: 2024.09.25  
15:45:17 -05'30'  
(Sanjay Kumar)  
CESE

Copy to: PCME/ECR for kind information please.

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

No.2024/Fleet(G)/181/4

New Delhi, Dated: 20.09.2024

**Principal Chief Mechanical Engineers,**  
 All Zonal Railways (except NWR & NER)

**Sub: Fire Safety Drive EMU/MEMU**  
 Ref: This office's letter of even no dated 07.06.2024

Apropos above, a Fire Safety Drive was carried out by Railways from 08.06.2024 to 20.06.2024. 12103 out of total holding of 11785 EMU/MEMU cars were checked during the drive. Based on the data submitted during the drive following is concluded.

**1. Zonal Railways wise details of defects found per 100 Cars**

Rly	ECoR	CR	ECR	NCR	SCR	SECR	SER	WCR	ER	SWR	NR	SR	WR	NER
% of cars checked	100	100	100	100	96	82.5	80	100	100	100	100	92	100	100
Defects per 100 cars	16.5	1.3	4.8	0	1.7	3.4	2.03	10.3	0.008	1.2	0.4	4.4	0.4	0.7

From above, it comes out that ECoR, CR, ECR, NCR, WCR, ER, SWR, NR, WR, NER have checked maximum number of coaches during the drive, SER and SECR have checked only 80% and 82.5% of their holding coaches during the drive.

**2. Equipment wise defects found during the drive are given as under:**

Equipment group	No of cases
Major elect equipment (TM, Xmer, MAC, Battery, Panto, Power/Aux converter etc)	105
Switchgear viz. Tap Changer, Relays and Contactors, MCB	45
Lights/fans and its circuit, Signal bell, wiper, PAPIS, earth fault	40
Aux Motors, Aux comp	4
Defective or Loose cable/wire connections, shunts	33
Fire safety (Fire extinguishers, FDS etc)	31
Total	258

The Zonal Railways are directed to carry out inspection of EMU/MEMU coaches during various maintenance schedules, strictly following latest RDSO/RB guidelines, and defects thus found should be duly rectified before offering the EMU/MEMU rakes for services.

Further, EMU/MEMU rakes should be offered in Passenger services only after ensuring that, all electrical Power and Control electrical connections are tight, all Power cables are in sound condition, protective equipment against over-current, overvoltage, earth fault and Fire safety equipment etc. are in perfect working condition. It should also be ensured that Fire extinguishers are available at designated locations.

  
 (दिवाकर कुमार)

संयुक्त निदेशक, बिजलीइंजिनियरिंग (सा)  
 दूरभाष -01147845423), ई-मेल: diwaker.kumar@gov.in  
 कमरा नं: 3761, तृतीय तल, रेल भवन, रेलवे बोर्ड  
 रायसीना मार्ग, नई दिल्ली - 110001



## EAST CENTRAL RAILWAY

L. No. 24/MEMU/JAJ/Safety/Insp.

Office of the  
Sr. DEE/MEMU/ JHAJHA  
Date- 19.09.2024

All Sections,  
MEMU Shed, Jhajha

**Sub: Intensive Safety Drive from 23.09.2024 to 30.09.2024.**

**Ref: Dy. CSO/Elect./HJP L. No. ECR/safety/intensive drive/24-25 dated 17.09.24**

Railway Board has advised to launch intensive safety drive starting from 23<sup>rd</sup> sep 2024 to 30<sup>th</sup> sep 2024 with special emphasis on aspects as mentioned in the letter under reference.

Please take the time to review your safety protocols and ensure that all necessary measures are in place. I encourage each section to conduct briefings, training sessions, and any required drills to reinforce our commitment to safety.

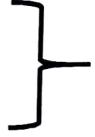
"It has been advised that all sections maintain a register and log their activities on a daily basis during this drive."

This is for your information and immediate action please.

  
Sr. DEE/MEMU/ JAJ

Copy to :

DME/MEMU/JAJ  
ADME/MEMU/JAJ  
AEE/MEMU/JAJ



For close monitoring and counter  
check/ super check of the drive

Note:  
19/09/24.  
Ranjan  
Smaran  
19/09/24  
Ranjan  
19/09/24

2,3, Ranjan  
19/09/24

Note:  
Ranjan  
19/09/24

## East Central Railway

Office of the  
General Manager (Safety)  
Hajipur

Dated: 17.09.2024

No. ECR/Safety/Intensive Drive/24-25

PCEE, PCME, PCSTE, PCOM, PCCM, PCSC  
PCE, CAO/Con/North & South  
East Central Railway.

Divisional Railway Manager,  
East Central Railway,  
DHN, DNR, DDU, SEE & SPJ.

**Sub: Intensive Safety Drive from 23<sup>rd</sup> Sep,2024 to 30<sup>th</sup> Sep,2024.**  
**Ref: (i) Railway Board's letter No.2024/Safety (Imp)/3/7/1 dated 17.09.2024.**

Railway Board has advised all Zonal Railways to launch intensive drive starting from 23<sup>rd</sup> Sep,2024 to 30<sup>th</sup> Sep,2024 involving HAG/SAG/SG/JAG/SS/AS officers and supervisors. Areas to be covered during the drive shall be the same as in the one-month intensive safety drive conducted in August, 2024 (copy of the letter under ref. above is enclosed). Special emphasis shall be laid on the action items and areas identified by Divisions and Zonal Railways from the inspections reported during that Safety Drive.

Railway board has instructed that 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 in the letter attached). The detailed inspection report may be retained 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 the Zonal Level.

Therefore, you are requested to advise to all concerned to conduct the inspections as per the instructions mentioned in the letter under reference and fill up the Google Form on daily basis.

DA/- Railway Board letter under reference.

  
Digitally signed by  
GOVERDHAN  
KUMAR  
Date: 2024.09.17  
15:33:34 +05'30'

(Goverdhan Kumar)  
Dy.CSO/Elect. /HJP  
For PCSO/ECR

**Copy to:** Sr.DSO/ECR/DHN, DNR, DDU, SEE & SPJ for information and necessary action.

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

No. 2024/Safety(Imp)/3/7/1

New Delhi, dated 17-09-2024

General Managers  
All Zonal Railways

Managing Directors  
KRCL  
DFCCIL

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

**Ref: This office letter of even no. dated 30-07-2024**

A one-week safety drive from 23rd September 2024 to 30th September 2024, involving HAG/NFHAG/ SAG/ SG/ JAG/ SS/ JS/ AS officers and supervisors is being launched. Areas to be covered during the drive shall be the same as in the one-month intensive safety drive conducted in August, 2024 (copy of the letter under ref. above is enclosed). Special emphasis shall be laid on the action items and areas identified by Divisions and Zonal Railways from the inspections reported during that Safety Drive.

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 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 the Zonal Level.

GMs/ PCSOs/ DRMs should monitor the findings pertaining to their respective Zonal Railways/Divisions. The monitoring mechanism (sharing of data of the previous day) shall be adopted as done in the Intensive Safety Drive under reference.

(Encl: As above)



Digitally signed  
by Utkarsh  
Date: 2024.09.17  
13:06:39 +05'30'  
(Utkarsh)  
EDME/Safety

Copy to:

PCSOs/ All Zonal Railways  
CSO/KRCL, CSO/DFCC

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

No. 2024/Safety(Imp)/3/7/1

New Delhi, dated 30-07-2024

**General Managers**  
All Zonal Railways

**Managing Directors**  
KRCL  
DFCCIL

**Sub: Intensive Safety Drive from 31<sup>st</sup> July,2024 to 31<sup>st</sup> Aug,2024**

1. A one-month safety drive starting from 31<sup>st</sup> July, 2024 to 31<sup>st</sup> Aug, 2024, involving HAG/NFHAG/SAG/SG/JAG/SS/JS officers and supervisors from HQ and Divisions/Workshops be launched immediately. 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 Operating 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. The observations and finding in each of area above be critically analyzed at divisional/zonal level and its impact of safety need to be kept in mind. Immediate action on observations need to be taken at Zonal Level.
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/hByP76TeouvTm7zDA> (QR Code printed below). The detailed inspection report may be retained and can be called for when required.
4. PCSOs should monitor the findings pertaining to their respective Zonal Railways. These will be taken up randomly with ZR on daily basis where threadbare issues will be discussed.



UTKARS  
H

Digitally signed by  
UTKARSH  
Date: 2024.07.30  
20:18:50 +05'30'  
(Utkarsh)  
उत्कर्ष

Executive Director/ME/Safety  
कार्यकारी निदेशक/एम.ई./संरक्षा  
Phone/फोन: 011-23047428

**Copy to:**

**PCSOs of All Zonal Railways  
CSOs. KRCL & DFCCIL**

96  
19/09/2024

East Central Railway  
Hajipur



Office of the  
Principal Chief Mechanical Engineer  
Hajipur – 844101

No. ECR-HQ0Mech(MEMU)/13/2023

Dated: 16.09.2024

Sr.DEE/ MEMU/JAJ,  
DME/TS-I/SEE  
DEE/MEMU/GAYA

**Sub: Minutes of meeting held on 03.09.2024.**  
Ref: Railway Board letter no. 2022/Elect(G)/113/3 fire dated 11.09.2024.

Please find enclosed herewith Minutes of Meeting held through video conference on 03.09.2024 to discuss fire prevention measures in EMU/MEMU.

EMU sheds are advised to take immediate action to resolve the issues expeditiously on urgent basis.

Ankit  
Sections to be addressed.  
19/09/24

Digitally signed by  
SANJAY KUMAR SANJAY KUMAR  
Date: 2024.09.16  
12:41:17 +05'30'  
(Sanjay Kumar)  
(Chief Electrical Service Engineer)  
E.C. Railway, Hajipur

Copy to: PCME/ECR for kind information please.

✓  
23/09/24

**East Central Railway  
Hajipur**



*[Signature]*  
महानगरी रेलवे संस्थान

**Office of the  
Principal Chief Mechanical Engineer  
Hajipur – 844101**

No. ECR-HQ0Mech(MEMU)/13/2023

Dated: 16.09.2024

Sr.DEE/ MEMU/JAJ,  
DME/TS-I/SEE  
DEE/MEMU/GAYA

**Sub: Minutes of meeting held on 03.09.2024.**

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Please find enclosed herewith Minutes of Meeting held through video conference on 03.09.2024 to discuss fire prevention measures in EMU/MEMU.

EMU sheds are advised to take immediate action to resolve the issues expeditiously on urgent basis.

Digitally signed by  
SANJAY KUMAR  
Date: 2024.09.16  
12:41:17 +05'30'

(Sanjay Kumar)  
(Chief Electrical Service Engineer)  
E.C. Railway, Hajipur

Copy to: PCME/ECR for kind information please.

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

New Delhi, Dated: 11.09.2024

No. 2022/Elect(G)/113/3 fire

**Principal Chief Mechanical Engineers,  
All Indian Railways**

**Principal Executive Director (PS&EMU),  
Manak Nagar, RDSO**

**Principal Chief Electrical Engineer,  
Integral Coach Factory Chennai  
Rail Coach Factory Kapurthala**

**Sub: Minutes of meeting held on 03.09.2024.**

Please find enclosed herewith Minutes of Meeting held through Video conference  
on 03.09.2024 to discuss fire prevention measures in EMU/MEMU.

RDSO, Railways and Workshops carrying out POH of EMU/MEMU are advised to take  
immediate action to resolve the issues expeditiously on urgent basis.

*Diwaker Kumar*  
11/9/24

(दिवाकर कुमार),  
संयुक्त निदेशक, विजली इंजिनियरिंग (.सा)

दूरभाष - 01147845423),

ई-मेल:diwaker.kumar@gov.in,  
कमरा नD376 :, तृतीय तल, रेल भवन, रेलवे बोर्ड,  
रायसीना मार्ग, नई दिल्ली - 110001

Copy to: Chief Works Manager / KPA, SNPD,  
MTN,MCS,CB,AII(L),GKP,LLGD,TPTY,KGP  
,UBL,DHD,MX,BPL workshops  
CDEE/ICF & CEDE/RCF

} For kind information and  
necessary action please

Minutes of Video Conference held on 03.09.2024 discuss fire prevention measures in EMUs/MEMUs  
 Following officers attended the Meeting:

<b>Railway Board:</b> Sh. Tej Pratap Narayan - OSD/EE(G) Sh. Diwaker Kumar- JDEE(G)	<b>East Central Railway</b> Sh. Sanjay kumar CESE. Sh. Sanjeev Kumar Sr. DEE/MEMU/JAJ. Sh. K.K.Gupta DEE/MEMU/Gaya
<b>RDSO</b> Sh. Jitendra Yadav: DSE/MRVC Sh. M.N. Lodhi: ADEE/MRVC	<b>South Western Railway,</b> Sh Ramachandran V Sr.DEE/Suburban/BAND. Sh Mridul Sarkar DME/Suburban/BAND.
<b>Integral Coach factory:</b> Sh. P.K. Chauhan: CDEE	<b>Northern Railway</b> Smt. Smriti Rao, Dy.CME/chg.-II Smt. Stuti Narayan, Sr.DEE/EMU car shed/GZB Sh. Vipin dhamanda-Sr.DEE/MEMU/SRE
<b>Western Railway:</b> Sh. Manoj Goyal-CEE(RS) Sh. Rajkumar Ambigar-Dy.CEE/EMU Sh. Dharmendra Kumar- Sr. DEE/RS/BCT Sh. Arjun Shroff- Sr. DEE/MEMU/BRC Sh. Vilas Dhande - ADME/MEMU/BRC	<b>East Coast railway:</b> Sh. Suratha Jani CEE/Planning/ECOR Sh. S. k Das :ADEE/MEMU Car Shed/KUR RD
<b>North Central Railway:</b> Sh. Ashok Kumar Verma- CESE/NCR Sh. Akash Srinetra, SrDEE/Chg/PRYJ Sh. Abhishek Sharma- DME/MEMU shed/CNB	<b>Southern Railway:</b> Sh. Senthil kumar, Sr.DEE/RS/AVD Sh. Shiva Krishna Maheshuni, Sr.DEE/RS/TBM Sh. Ramachandran, DEE/RS/VLCY
<b>South Central Railway:</b> Sh. B M MEENA, CESE, Sh. Mallikarajuna Rao,Dy.CEE/LGDS Sh. D. Sachin, DEE/TSMD/MLY, Sh. D. PRASAD, ADEE/MCS/RJY.	<b>South East Central Railway</b> Sh. G C Solanki CEE(RS & G) Sh. G. Jagdish, DEE/MEMU/BIA Sh. D. Majumdar DME/DEMU/Gondia
<b>West Central Railway:</b> Sh. Rahul Chaudha, DEE/MEMU/BINA. Sh. Rahul Chaudha - DEE/MEMU/Bina	<b>Central Railway</b> Sh. M S Bapat- CEE/RS Sh. Tarun Suyal - Dy.CEE EMU HQ
<b>Eastern Railway</b> Sh. P.K.Rai, CETE/ER Sh. S.Chandra, CWM/KPA Sh. G.Halder, Dy.CEE/W/KPA Sh. Brijesh Kumar, Sr.DEE/EMU/SDAH Sh. Koushik Pan, Sr.DEE/EMU/HWH Sh. Surendra Gora, DEE/EMU/HWH Sh. D.K.Verma DEE/MEMU/ASN. Sh. J.Karmakar, AEE/EMU/BT Sh. K.D.Bhoumik, AEE/EMU/SPR Sh. A.S.Dey, AEE/EMU/NKG Sh. Arnab Ghosh, AEE/EMU/SPR Sh. A.K.Guin, AEE/EMU/BDC	<b>South Eastern Railway</b> Sh. Dinesh Prasad Sah- CETE Sh. Ravi Kumar Ranjeet- Dy.CEE/KGP WS Sh. P. K. Pattanayak- Dy.CME/CW Sh. Ashutosh Kumar- Dy.CME/DSL Sh. P.K. Sahoo- ADEE/TRS/TPKR Sh. K.P. Bose- AWM/DSL Sh. Gopal Jana- ADME/KGP MEMU Shed

Draft

S/N	Issues discussed	Action by
1	<p>The measures being taken to ensure tightness of Power cable connections of Transformer secondary and other junction boxes having power cable connections was discussed.</p> <p>There are 3 junction boxes for Transformer, J1 on the Main Compressor side &amp; J2 on Rectifier back side for secondary windings and one for auxiliary winding J3.</p> <p>It was brought out during discussion that the J2 junction box on Rectifier back side is most difficult for checking and tightening of power connections. In RCF make conventional MEMUs, there is obstruction of oil pipeline (connecting transformer choke tank to transformer) in front of Junction box and pneumatic pipeline is also laid which creates obstruction. This leaves very less space to inspect and limit access to the junction box which creates difficulty in tightening the bolts in situ condition.</p> <p>In this regard ICF has issued letter no MD/DSS/EMU/168AC EMU dated 31.08.2024 containing instructions to Change in Transformer Oil pipeline assembly from straight arrangement to bend arrangement.</p> <p><i>It was decided that modification will be carried out in all CONVENTIONAL DMCs having this issue. Zonal Railways and workshops carrying out POH of Conventional EMUs/MEMUs should ensure this.</i></p> <p><i>It was also decided to inspect the power cables after removal of rectifier box in every POH.</i></p>	Railways, RCF, ICF
2	<p><i>The issue of tightness of power cables during inspection was discussed and it was decided that all workshops carrying out POH of EMU/MEMU should ensure provision of temper checker marker on nut and bolt of power cable terminal after tightening with adequate torque. This will help in easy identification of loose power connection visually and there will be no need to pull each and every power cable during inspection in sheds.</i></p> <p><i>It was also advised that POH should ensure proper crimping of all cables. Quality checks of crimping also to be ensured.</i></p>	Workshops, RDSO, Railways
3	<p>Transparent Heat Shrinkable sleeve at crimping area of power cable lug helps in identification of loose connections as colour changes of cable may be detected in case of overheating due to creation of void or loosening of Cable strands. No PVC tape should be applied on the area.</p> <p><i>Accordingly, workshops carrying out POH of EMU/MEMU should ensure provision of Heat Shrinkable sleeve at crimping area of power cable lug during POH and Zonal Railways should ensure checking of the sleeve during maintenance schedules.</i></p>	Workshops, RDSO, Railways
4	<p>SR reported that inspection of power cables routed through trench covers and J covers should be ensured during IC schedule to observe the condition of insulation of cables for damage/bulging. SR further reported that E beam cable insulation loosens as checked during IC schedule.</p> <p>SR also submitted that aging may be reason of the insulation damage. GZB shed pointed out that Oil leakage/moisture or water ingress over</p>	RDSO, Railways

	<p>the power cables and their chemical reaction over time may also be reason of the insulation damage of power cables located in cable trays.</p> <p>It was stated that at present codal life of power cables is 18 years and Avadi car shed is ensuring changing of power cables accordingly in MCs.</p> <p>Railway Board advised that codal life is only for planning for procurement to assess future requirements.</p> <p>In this regard, it was decided that RDSO will carry out scientific study based on data of power cable insulation failures in EMU/MEMU over IR and advise to Zonal Railways/POH shops accordingly. Decision to be taken by 30.09.2024.</p>	
5	<p>SR stated that Transformer is being overhauled in 6-8 years however in locomotives, transformer is overhauled after 9 years.</p> <p>Railway Board advised RDSO to look into the matter and issue the guidelines accordingly.</p>	RDSO
6	<p>Railway Board advised that all car sheds should properly record thermal imaging data as per the maintenance schedules to identify the pattern of the loose connections flashing etc.</p> <p>It was also advised that based on the data, RDSO may issue a SOP for the requirement and procedure of thermal imaging of power and control cable connections in EMU/MEMU.</p>	Railways, RDSO



# EAST CENTRAL RAILWAY



Office of the  
Sr. DEE/MEMU/JHAJHA  
Date- 02.09.2024

L. No. 24/MEMU/JAJ/Safety/Insp.

All SSE&JE  
MEMU Shed, Jhajha

Sub: Fire Safety drive from 02.09.2024 to 30.09.2024.  
Ref: PCME L. No. ECR-HQOMech (AC)/6/2021 dated 02.09.24

In view of the increased smoke and fire cases, PCME/ECR has advised to carry out a Fire safety drive at EMU/MEMU car sheds starting from 02.09.2024 to 30.09.2024 with special emphasis on aspects as mentioned in the letter under reference. All electrical equipment's prone to smoke and Fire must be checked during the drive.

Hence it is advised to launch a fire safety drive by all concerned sections of MEMU Shed Jhajha from 02.09.24 and continue till 30.09.24.

This is for your information and immediate action please.

DD  
Sr. DEE/MEMU/JAJ

Copy to :- DME/AME/AEE for close monitoring  
and Counter check/Supervise check of the drive.

Received  
Digitized for  
02.09.24

O/C

R  
02/09/24  
S. Balaji/JAJ

R  
02/09/24  
S. Balaji/JAJ

R  
02/09/24  
S. Balaji/JAJ

सुरेश कुमार पासवान

प्रधान मुख्य यांत्रिक इंजीनियर

Suresh Kumar Paswan

Principal Chief Mechanical Engineer



पूर्व मध्य रेल

हाजीपुर - 844101 (बिहार)

East Central Railway

Hajipur - 844101 (Bihar)

Phone : +91-06224-274755

Fax : 06224-273615

e-mail : cme@ocr.railnet.gov.in

Office of the: PCME

Dated: 02.09.2024

No. ECR-HQ0Mech (AC)/6/2021

Sr.DME/DNR, SEE, DDU & SPJ

Sr.DME (Chg)/DHN

Sr.DEE (G)/ DNR, SEE & DDU

Sr.DEE/MEMU/JAJ

DEE/MEMU/Gaya

DME (TS-II)/DEMUS/SEE

Sub: Fire Safety drive from 02.09.2024 to 30.09.2024.

In view of the increased smoke and fire cases all division are advised herewith to carry out Fire Safety Drive of coaching depots and EMU/MEMU car sheds from 02.09.2024 to 30.09.2024. All electrical equipments prone to smoke and Fire must be checked during the drive. Special emphasis should be given to the following items:

#### 1. Coaches:

- i) All protective equipments such as fuses, contactors, MCBs etc. should be intact and with proper rating. No bypassing and paralleling to be done.
- ii) Fire extinguishers as per guidelines with proper validity to be provided.
- iii) Fire detection and alarm system provided in the coaches must be in working condition.
- iv) Thermal scanning of Power panels of all coaches on load as per extant guideline.
- v) FDSS (Fire Detection and Suppression System) provided in pantry cars should be in working condition and magnet valve for operating the suppression.
- vi) FSDS (Fire Smoke Detection System) should be in working condition. The angle cock connecting the penalty brake application should not be isolated condition.
- vii) WSP (in LHB coaches) should be in working order.
- viii) Only stainless steel dustbins should be provided in coaches.
- ix) Garbage evacuation to be ensured at designated stations.
- x) Escorting staff should be properly trained and counseled for handling fire incidents.
- xi) Cleaning of LHB ACP panels.

#### 2. Power Cars:

- i) FDSS (Fire Detection and Suppression System) provided in Power Cars should be in working condition.
- ii) Leakage/Seepage of lube and fuel oil in the engine room should be arrested before putting in service.
- iii) All safety equipments including sensor should be working condition.
- iv) Radiator as well as side body filters to be cleaned properly.

- v) Thermal scanning of Power panels of Power Cars on load to be done as per extant guideline.
- vi) Working of EGT sensors should be ensured.
- vii) It should be ensured that no oil leakage/seepage is there.
- viii) Escorting staff should be counseled and trained.
- ix) Engine room and panel room should be dry.

### 3. EMU/MEMU Trains:

- i) BDV and DGA of Transformer oil should be well within limits.
- ii) Check healthiness and working of Transformer Oil Temperature sensors.
- iii) Availability of adequate fire extinguishers to be in working order with proper validity.
- iv) Proper functioning of all protective relays and contactors. Use of MCBs and fuses of specified ratings.
- v) Coaches should be free from inflammable items. Drying sweeping of coaches to be carried out before stabling at yard.
- vi) Functioning of Smoke/fire detection with alarm system to be ensured, if provided.
- vii) Checking of battery box, battery isolation switch and battery fuses to be ensured.
- viii) Thermal scanning on load to be done as per guidelines.
- ix) All safety modification should be ensured.
- x) Ambush check should be done by officers to ensure that all safety norms particularly safety norms are followed.

### 4. Vande Bharat:

- i) Testing of functioning of FDSS and alert generation in Driver Cab.
- ii) Provision of aerosol based fire system in ECC panels and toilets.
- iii) Fire extinguisher date/overhaul/overdue.
- iv) Battery condition.

The drive should be launched immediately from 02.09.2024 to 30.09.2024 . Finding along with remedial action taken to be submitted to this office by 01.10.2024

*219 A/Caw*

*(S.K.Paswan)*  
Pr. Chief Mechanical Engineer

Copy to:

- (i) CESE- for information & necessary action.
- (ii) CRSE (Chg)- for information & necessary action.

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

New Delhi, dated: 27-02-2018

No. 2017/Transf.cell/ Inspections

The General Manager, All Indian Railways/PUs, NF(Con), CORE  
The DG/RDSO/Lucknow, DG/NAIR/Vadodara

**SUB: Inspections in Indian Railways**

Quality inspections is the *sine qua non* for Railway working. It is incumbent on Railway Officials to perform this function in most effective and efficient manner, at a frequency laid down in codes manuals/ instructions. Along with the inspections, quality follow up, implementation with due resource allocations to ensure compliance on a sustained basis is equally important. Therefore a reasonable balance of time between inspections, consultations, planning, designing, tendering and monitoring is essential.

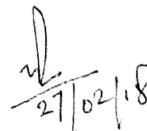
Instances of prescribing over- inspections on a prolonged basis have come to notice of Board, such over-inspections on a prolonged basis are bound to result into lack of attention in other crucial areas related to implementation and monitoring. Moreover in a recent study undertaken by Transformation cell, it was revealed that officials require excessive duty hours per month to undertake laid down codal inspections, which is quite an onerous task to be performed alongside other functions listed above.

Needless to mention, para 2.11 of GR&SR which lays down responsibility on every Railway servant to take action as appropriate to ensure safety in Rail operations.

Without any dilution of the existing instructions, it should be ensured that inspection schedules already codified or as conveyed through manuals/special instructions are not increased on a regular/prolonged basis.

Also, it would be in fitness that officials other than general management/safety, concentrate on their respective domain rather than on other departments (barring items noticed requiring urgent action related to Safety, Security, Punctuality, Passenger Amenities and Revenue leakage), in order to focus on their respective domain expertise and also not to unduly generate voluminous inspection notes for the field officials of other departments.

This issues with the approval of Chairman Railway Board.

  
27/02/18  
(T. K. Pandey)  
Executive Director, Transformation