

Safety Bulletin No.-01/2023

HQ/Safety Bulletin/2023

Date: 04.01.2023

AGM/OP/ PRYJ
JPM/OP/ ADI
DGM/OP
Area Manager & T.I.s

Testing of Crank Handle by Executive /Jr. Executives/MTS.

In order to ensure that the crank handle operation of electrical point machine can be resorted to in case of emergency, periodical drill of extraction of the Crank handle from the interlocked key box and its operation should be regularly undertaken.

The following instructions should be observed:-

- The station staff should be fully conversant with the Station Working Rules regarding the method of extraction of the Crank Handle from the Panel/interlocked key box.
- Crank Handle testing must be carried out by each and every Executive/Jr. Executives/MTS once in a month during day shift regularly, so that they are used to operate the same in case of emergency.
- Surprise checks by the supervisors of Operating and Signalling departments should be carried out to ensure that the testing of Crank Handle is being done regularly. He will also check through practical demonstration that employ is able to set points through Crank Handle
- The Crank Handle testing should be planned in such a way that all points are tested (cranked) in three month at crossing stations and in six months at Junction stations.
- Report of these crank Handle testing should be maintained at station and sectional TI must check during his inspection that regular testing is being done.


GM/Traffic & Safety

Copy to:

- Dir/OP&BD for kind information..
- All CGMs/GM/CO. EDFC & WDFC
- GGM/GM/OP

SAFETY BULLETIN NO.2/2023**Duties of Station Master, OCC/ADI in foggy weather over WDFC**

- VTO post is provided on both sides at a distance of 180m from the location provided on platform near SM office. When this VTO is not visible from the earmarked location during fog then on-duty SM will declare the fog.
- When fog is prevailed, on-duty SM shall inform to OCC and adjoining stations under exchange of private number.
- After declaration of fog, SM of dispatching station shall issue a Caution Order to Loco Pilot by mentioning - "Fog is prevailing between station to station. If the visibility of signals is impaired then control the speed of the train as per aspect of Automatic Stop Signal, which shall not exceed 60kmph when aspect is "Green", 30kmph when "Double Yellow" and Cautious Speed when "Yellow".
- OCC/ADI shall ensure that this Caution Order has been issued to each train running in the fog affected section, either from notice station/ important junction station or enroute station of fog affected section.
- When fog is clear then on-duty SM shall inform to OCC and adjoining stations under exchange of private number so that the speed restriction imposed due to fog may be cancelled.


(Sudhir Chandra Kumar)
GM/Traffic & Safety

Copy to:

1. Director/OP&BD, GM/OP, for kind information
2. JGM/Traffic/ADI, DGM/OP/OCC/ADI, for kind information and necessary implementation
3. DGM/OP&BD/JP for information and check the implementation by conducting inspections in his section.
4. Sectional TI/REJN, SMPN, FLN, SDHN and Safety Counsellors, for implementation in REJN - KSGN section (fog prone section)

संशोधित संरक्षा विज्ञप्ति सं. 03/2023

मु/सं.विज्ञ./2023

दिनांक: 13.01.2023

अपर महाप्रबंधक / परि. / परि. नि. के./ प्रयागराज
उप महाप्रबंधक / परि. / परि. नि. के./ प्रयागराज
संयुक्त महाप्रबंधक / परि. / परि. नि. के./ अहमदाबाद
उप महाप्रबंधक / परि. / परि. नि. के./ अहमदाबाद
क्षेत्रीय प्रबंधक / परि. / परि. नि. के./ डीडीयू, टूंडला,
जयपुर, अजमेर, पालनपुर

**विषय: एसपीएडी (SPAD) के समय कार्यकारी (परिचालन एवं व्यवसाय विकास)/स्टेशन
मास्टर के कर्तव्य**

- 1) जब चालक आगमन रोक सिगनल को ऑन में पार कर गया हो तब-
जैसे ही कार्यकारी (परिचालन एवं व्यवसाय विकास) स्टेशन मास्टर को इस तथ्य का पता
चलता है कि चालक आगमन रोक सिगनल को ऑन में पार कर गया है, निम्न कार्यवाही करेगा:-
 - क) लाल/खतरा हाथ सिगनल आपातकालीन संचार साधन से बात कर गाड़ी खड़ी करने को कहेगा एवं
उपर्युक्त उपस्कर को बंद करेगा/करवाएगा।
 - ख) सुसंगत विवरण सहित खंड नियंत्रक को इस घटना की सूचना देगा।
 - ग) यदि चालक आगमन रोक सिगनल को पार कर गाड़ी को प्रस्थान सिगनल के पहले खड़ी कर लेता है
तब स्टेशन मास्टर के द्वारा चालक एवं गाड़ी प्रबंधक को इस आशय का मेमो दिया जाएगा कि
उसने आगमन सिगनल की अवहेलना की है।
यदि चालक आगमन रोक सिगनल को ऑन में पार कर कांटों को जाम कर गाड़ी खड़ी कर लेता है
तो स्टेशन मास्टर कांटों को सेट एवं लॉक होना सुनिश्चित कर उस गाड़ी को लिखित मेमो जारी कर
उस स्थान तक ले जाएगा जहाँ गाड़ी सामान्यतः रुकती है।
 - घ) चालक एवं सहायक चालक का श्वास परीक्षण कराया जाएगा एवं सभी का बयान दर्ज किया
जाएगा।
 - ङ) चालक एवं सहायक चालक को कार्य मुक्त कर चिकित्सा परीक्षण के लिए भेजा जाएगा एवं उस
गाड़ी के लिए दूसरे चालक दल को नियुक्त किया जाएगा।
 - च) यदि नया चालक दल उपलब्ध न हो तथा गाड़ी के अत्यधिक विलंबित होने की संभावना हो तो खंड
नियंत्रक की अनुमति से गाड़ी को केवल डीएफसी लाइन पर डीएफसी/रेल के पर्यवेक्षक/अधिकारी
के साथ अगले चालक दल परिवर्तन स्टेशन तक चलाया जाएगा।
 - छ) चालक को सतर्क रहने, ब्रेक शक्ति, ब्रकिंग दूरी के अनुसार गाड़ी चलाने, सिगनल की स्थिति का
कड़ाई से पालन करने एवं आगे स्पैड (SPAD) अथवा कोई अनहोनी न हो यह अनुदेश देते हुए
सतर्कता आदेश जारी किया जाएगा।

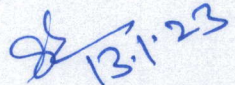
2) जब चालक प्रस्थान सिग्नल को ऑन में पार कर गया हो तो:

क) यदि चालक प्रस्थान सिग्नल को ऑन में पार कर गाड़ी प्रस्थान एवं अग्रिम प्रस्थान सिग्नल के बीच अथवा अग्रिम प्रस्थान सिग्नल को भी पार कर ऐसी जगह गाड़ी खड़ी किया जहां से उस स्टेशन पर गाड़ी को आसानी से पीछे लाया जा सके, स्टेशन मास्टर द्वारा संबंधित कांटों को सेट एवं लॉक कर लिखित मेमो देकर गाड़ी को स्टेशन पर लाया जाएगा एवं गाड़ी स्टेशन पर आने के पश्चात उपरोक्त पारा 1 (ग से छ तक) का अनुपालन किया जाएगा।

ख) यदि चालक प्रस्थान सिग्नल को ऑन में पार कर अगले ब्लॉक खंड में चलते चला जा रहा हो तो कर्षण नियंत्रक को यथाशीघ्र सूचित कर ऊपरी उपस्कर की विद्युत सप्लाई को बंद कराकर/गेट मेन द्वारा चालक को सूचना देकर/अगले स्टेशन पर गाड़ी को रोकने हेतु निर्देश दिया जाएगा एवं खंड नियंत्रक को पूर्ण विवरण के साथ इसकी सूचना दी जाएगी।

ग) गाड़ी प्रस्थान सिग्नल को ऑन में चालक द्वारा पार करने पर अगले स्टेशन के स्टेशन मास्टर द्वारा वाहनों का निकल भागना मानते हुए (DFCR-GR-231) की प्रक्रिया अपनाई जाएगी। गाड़ी अगले स्टेशन पर रुकने पर पारा 1 से (ग से छ तक) का अनुपालन किया जाएगा।

नोट : दिनांक 11.01.23 को जारी संरक्षा विज्ञप्ति (हिंदी) को निरस्त माना जाए।


13.1.23
महाप्रबंधक / परिचालन एवं संरक्षा

प्रतिलिपि:

1. निदेशक / परिचालन एवं व्यवसाय विकास के सूचनार्थ,
2. सु. महाप्रबंधक / पूर्वी कोरीडोर एवं पश्चिमी कोरीडोर,
3. स. महाप्रबंधक / महाप्रबंधक / परिचालन एवं व्यवसाय विकास.

SAFETY BULLETIN NO.4/2023

No. HQ/Safety Bulletin/2023

Dated: 17.01.2023

AGM/OP&BD/PRYJ, JGM/OP&BD/ADI,
DGM/OP&BD/ADI, DGM/TDL, Kanpur, DDU, PNUN, Jaipur,
Area Manager/Ajmer, TDL,
All Sectional TIs over EDFC and WDFC

Duties of Station Master (Executive/OP&BD) for stabling and LVR line verification resetting:

1. Whenever any train/ Locomotive/ vehicle is stabled in yard then on-duty Station Master will ensure proper securing of stabled load as per DFCR GR Rule no. 147.
2. After any vehicles/train/load is stabled, the **Station Master shall inform the Section Controller** under exchange of private number that all laid down precautions for stabling and securing the vehicles /train/load have been taken. Section Controller will make the necessary entries in this regard in stable load register.
3. The concerned line should be isolated by setting points against the blocked line.
4. The route/ signal/ point of concerned line should be blocked on VDU by clicking route/ signal/ point block button.
5. Make entry in Train Signal Register in RED ink about blocked line no., description of train, time and date of stabling, etc.
6. Make entry in Load Stabling Register.
7. If any stabled load is dispatched in his duty, on-duty Station Master shall ensure clearance of track through VDU.
8. After dispatching of stabled load, if concerned track still showing occupied/RED on VDU then on-duty Station Master should arrange physical verification of the complete track/ line by himself or through competent railway servant but responsibility lies upon Executive/OP&BD.
9. On physical verification, if track/ line/ siding is found clear from any obstruction then LVR (Line Verification Resetting) should be given by competent railway servant for resetting the concerned track after verbal confirmation from Jr. Executive/OP&BD and MTS.
10. At the time of handing over the charge to his reliever, SM shall mention the line/ siding position in Station Master Charge Diary. The details of the stabled load/ vehicles in the line/ siding must be mentioned clearly.
11. In addition to the entries made in Charge Diary and TSR about stabled load, the Station Master who is relieving his duty, he should explain in detail about the stabled load to his reliever.
12. Never ignore berthing track indication and always do proper physical verification before resetting.


GM/Traffic & Safety
DFCCIL, New Delhi

Copy to:-

1. Dir./OP&BD for kind information.
2. GGM/OP&BD, GM/OP
3. All CGMs

SAFETY BULLETIN NO. 5/2023

No. HQ/Safety Bulletin/2023

Date: 18.04.2023

**AGM/OP&BD/PRYJ, JGM/OP&BD/ADI
DGM/OP&BD/ADI, DGM/TDL, Kanpur, DDU, PNUN, Jaipur
Area Manager/Ajmer, TDL, Noida
All Sectional Incharge, SMs over EDFC and WDFC.**

Sub: Working Of Trains in Established Direction during Prolonged Failure of Automatic Signaling Between Adjacent Block Stations

1. In Automatic Signal Territory, when all signals have failed between two adjacent block stations and is likely to last for some time or cause serious delay then, train will work as per DFCR-GR 117.
2. This operation will be adopted only in established direction.
3. Before suspending Automatic Signaling system, SM on-duty will take permission from OCC.
4. Before suspension of Automatic system of working, on-duty SM at either end shall confirm arrival of last train and ensure block section is clear from any other obstruction under exchange of private number.
5. On introducing operation during prolonged failure, none of the manual/ semi-automatic departure signal shall be taken OFF and authority will be given to pass at ON. (Form no. 12)
6. All entries regarding train working shall be recorded in RED ink in TSR.
7. SM of dispatching station will obtain line clear from SM of receiving station by giving train particulars under exchange of private number.
8. Before granting line clear, dispatching the train, concerned SM should advice to gateman of the gates under his control (if any) about train particulars and expected time of passing to close the gate against road traffic and to show green hand signal to approaching train after closing the gate. A caution order in this regard will also be issued to Loco Pilot by mentioning location of LC Gate, ensure closing of gate and pass the gate cautiously as per hand signal displayed by the Gateman.
9. After obtaining line clear, Form No. 4 will be issued to LP of the train to enter in block section and pass all semi-automatic / automatic signals including gate signals at ON.
10. The speed of the first train entering the affected section shall not exceed 25 kmph if visibility is clear and 15 kmph, when visibility is impaired.
11. At the next station, the train shall be received on proper signal if they are working or if reception signal is not working then, train will be received on Form No. 11.
12. On arrival of the train, the receiving station will ensure complete arrival of the train and inform to station in rear under exchange of private number.
13. After ensuring that the first train has arrived safely at the station ahead of the affected section, the Loco Pilot of all subsequent trains shall be advised to proceed at normal speed subject to observance of any other speed restrictions in force exercising great caution.
14. During prolonged failures all trains will be dispatched on Form No. 4 after obtaining line clear.
15. As soon as signals are put right, normal working of trains shall be resumed after exchanging messages supported by private number by the on-duty station master concerned assuring that the section is clear. SM will make an entry to this effect in the train signal register. The OCC shall be informed of the resumption of normal working.

18.4.23

**GM/Traffic & Safety
DFCCIL/New Delhi**

Copy to:

1. Director/OP&BD for kind information
2. GGM/OP&BD, AGM/OP&BD
3. All CGMs

Safety Bulletin - 06/2023

No- HQ/Safety Bulletin/2023

Date- 14.06.2023

All CGMs -EDFC & WDFC

AGM/OP&BD/PRYJ (EDFC), JGM/OP&BD/ADI (WDFC),

JGM/DGM/Safety/EDFC & WDFC

All DGMs/Area Manager/Section Incharges/OP&BD

All Dy.CPM/PM of S&T department over EDFC & WDFC

Sub: Procedure to be adopted for Disconnection and Reconnection of S&T gears

The procedure of Disconnection - Reconnection has been mentioned in DFCR-GR Rule no. 64. The following procedure is to be adopted by S&T and Operating staff for Disconnection/Reconnection:

1. No work requiring interference with signaling equipment or Points & Crossing shall be commenced without the prior permission of Station Master on duty. When it is considered necessary to disconnect any of the signaling equipment, the competent Railway servant of S&T department authorized to do so, shall advise Station Master on duty in writing through a Disconnection Memo (Form no. 1) and commence work only after it has been acknowledged and permitted by Station Master on duty.
2. The Disconnection Memo shall clearly bring out the detail of the signaling equipment to be disconnected, duration of Disconnection and what will be the effect on train movement.
3. Normally, the Disconnection of any signal, point, etc. will be permitted only during corridor block except in case of emergency/ failure. All Disconnections should be allowed with the permission of OCC and on-duty SM will relay the details of gear which requires to be disconnected and its repercussions on train movement to OCC.
4. After the maintenance work has been completed, the S&T official shall ensure, after testing, that the disconnected S&T gear reconnected and are in proper working order and only thereafter shall issue Reconnection Memo to SM on duty.
5. On getting this Reconnection Memo from S&T official, Station Master on duty shall do correspondence test of the S&T gear reconnected. This test should be done in the presence of the S&T staff on site and after satisfying himself that the reconnected S&T gear is in proper working order then SM on duty shall acknowledge this Reconnection Memo and also inform to OCC in this regard.
6. Proper record of Disconnection and Reconnection shall be maintained at station by SM on duty.

All Station Masters/ Executive/OP&BD, authorized S&T official should ensure strict compliance of this procedure. Officials of S&T and OP&BD department should also check during their inspection that this procedure is being followed properly.

GM/TS

Copy to:

1. Secretary to MD for kind information to MD.
2. Director/OP&BD, Director/PP, Director/Infra for kind information
3. GGM/GM/S&T/CO