

NORTHERN RAILWAY

DRM Office
S.E.Road, New Delhi

No.10-T/SD/15/2025/Safety
Dated: 17.04.2025

All Concerned Branch Officers,
NR, DLI Division.

Divisional Safety Drive No. 15/2025

Sub:- Fire safety in trains.

Ref: (i). PCSO L.No. 81-T/SD/08/2025/SAFETY dated 17.04.2025

(ii) RB Letter no. 2025/Safety-I/3/4 Dated. 16.04.2025.


A Special Safety Drive of 15 days is to be launched from 17.04.2025 to 01.05.2025 covering all aspects of fire safety in passenger carrying trains. Some of the important points that need to be covered during the drive are mentioned at **Annexure - A** to this letter. All these need to be ensured and other related points also seen.

All passenger carrying trains, including special trains, must be covered during this drive. Record of trains, stations, coaches inspected and the personnel involved should be maintained by the Branch officer of DLI of Division and also sent to this office for further analysis and record keeping.

Daily progress of the drive, including Train Nos. checked/ Stations inspected and deficiencies noticed must be uploaded on SMDMS and filled in the google form available at the link <https://shorturl.at/uGP5N> and also at the QR code given in the Railway Board's letter in the reference.



At the end of the Drive the deficiencies/irregularities noticed should be given along with the action taken/planned. A critical analysis is to be done to identify systematic deficiencies. The result of the drive bringing out systematic deficiencies and action taken/planned to be taken with timeline should be sent to this office. The report is to be sent to this office by 02.05.2025 for onward submission to HQ.


Sr. Divisional Safety Officer
S.E.Road, DRM Office
New Delhi

Copy:-

1. DRM/DLI--- For Kind information please.
2. ADRM/infra, ADRM/admin, ADRM/OP --- For kind information please.

Important Points to be Covered during Fire Safety Drive

- i. No Unauthorized carriage of inflammable/ explosive materials, gas cylinders, gas canisters & solid fuel tablets used by campers for portable cooking, burning sigrees and stoves, fireworks, poll posters etc. in passenger carrying trains.
- ii. No stacking of items in corridors, near doorways, in pantry car corridors that would hinder easy egress of passengers in emergency.
- iii. Proper supervision at parcel booking offices: No misdeclaration of goods in parcel booking; Ensuring no residual fuel in two-wheelers accepted for carriage; Ensure packaging conditions for safe carriage of goods are followed.
- iv. No flame-based cooking, no gas cylinders, only authorized capacity heating coils, no extension boards used, no unauthorized tapping, no tampering with fuses MCBs in pantry cars.
- v. No smoking, no sale of cigarettes, bidis, matches, lighters in trains or on platforms.
- vi. No gaps in coach panels, junction boxes etc. in coaches and coach toilets so that loose paper and rubbish cannot be stuffed into the panel voids.
- vii. No loose or hanging wires, no bypassed fuses, no bypassed MCBs in coaches, MCBS fuses of only proper ratings used; Holes/gaps in electrical panels are sealed to prevent rodent entry. All electrical panels have properly locked doors: No plastic dustbins in coaches; Proper maintenance of electrical equipment;
- viii. No unauthorized use of high wattage equipment in mobile charging sockets.
- ix. No heat affected sockets, switches etc. with melting signs near socket holes.
- x. Proper maintenance of generator rooms in power cars ensuring all the requisite provisions for fire safety have been meticulously followed.
- xi. Proper maintenance of engine rooms DPCs in DEMUs ensuring all the requisite provisions for fire safety have been meticulously followed.
- xii. Proper maintenance of motor coaches of MEMU EMU ensuring all the requisite provisions for fire safety have been meticulously followed.
- xiii. Availability of AC Mechanic and Power car escorting staff at the right place.
- xiv. Fire extinguishers of appropriate type with adequate life in good condition have been provided in coaches.
- xv. AC coaches have been provided with Fire and Smoke Detection System (FSDS): FSDS is functional, sensors are not blocked especially in toilets, brake valve connection of FSDS is not isolated and is locked/sealed.
- xvi. Pantry car and power car have been provided with Fire Detection and Suppression System (FDSS): FDSS is not isolated: automatic suppression system magnet valve (if provided) is not isolated; this magnet valve is sealed against tampering; nitrogen cylinder pressure is adequate; water cylinders are full,
- xvii. Fire safety posters, no smoking signs have been provided.
- xviii. Procedure for locking of coaches, rakes is followed at the time of stabling to prevent miscreant activity.
- xix. On-board staff are aware of basic fire safety procedures, Staff know how to operate fire extinguishers, manual fire suppression system of FDSS.

NORTHERN RAILWAY

**Head Quarters Office
Baroda House
New Delhi**

No. 81-T/SD/08/2025/SAFETY

Dated: 17.04.2025

**Divisional Railway Manager
DRM's Office
DLI, FZR, MB, UMB & LKO.**

SAFETY DRIVE No.- 08 (RB-2).

Sub: - Fire safety in trains.

Ref: - Railway Board's Letter No. 2025/Safety-I/3/4 Dated 16.04.2025.

A Special Safety Drive of 15 days is to be launched from 17.04.2025 covering all aspects of fire safety in passenger carrying trains. Some of the important points that need to be covered during the drive are mentioned at Annexure - A to this letter. All these need to be ensured and other related points also seen.

All passenger carrying trains, including special trains, must be covered during this drive. Record of trains, stations, coaches inspected and the personnel involved should be maintained by the Safety Branch of Divisions and also sent to this office for further analysis and record keeping.

Daily progress of the drive, including Train Nos. checked/ Stations inspected and deficiencies noticed must be uploaded on SMDMS and filled in the google form available at the link <https://shorturl.at/uGP5N> and also at the QR code given in the Railway Board's letter in the reference.

At the end of the Drive the deficiencies/irregularities noticed should be given along with the action taken/planned. A critical analysis is to be done to identify systematic deficiencies. The result of the drive bringing out systematic deficiencies and action taken/planned to be taken with timeline should be sent to this office. The report is to be sent to this office in hard copies as well as soft copies by 02.05.2025 for onward submission to Railway Board.

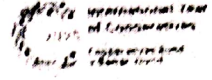

(Swadesh Rai)

**Dy. CSO/Elect. /HQ
(For Principal Chief Safety Officer)**

Copy to:

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCME, PCEE, PCSTE, PCCM for information and necessary action please.
4. Sr. DSO/DLI, FZR, UMB, MB, LKO for information and necessary action please.

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



क्र. 2025/संरक्ष-1/1/1

नई दिल्ली, दिनांक 16-04-2025

General Managers
All Zonal Railways

Chairman & Managing Director
Konkan Railway Corporation Limited

Sub: Special Safety Drive No. 02 - Fire safety in trains

A Special Safety Drive of 15 days is to be launched from 17.04.2025 covering all aspects of fire safety in passenger carrying trains. Some of the important points that need to be covered during the drive are mentioned at Annexure A to this letter. All these need to be ensured and other related points also seen.

All passenger carrying trains, including special trains, must be covered during this drive. Record of trains, stations, coaches inspected and the personnel involved should be maintained by the Safety Branch of Divisions and Safety Department of Zonal Railways.

Daily progress of the drive, including Train Nos. checked/ Stations inspected and deficiencies noticed must be uploaded on SMDMS and filled in the google form available at the link <https://shorturl.at/uGP5N> and also at the QR code given below.



Upon conclusion of the drive, a consolidated report should be emailed to edmesafety@gmail.com and sosafetydm@gmail.com

3/04/25
16/04/2025
(उत्कर्ष)
का० निदेशक यां इं (संरक्षा)

Important Points to be Covered during Fire Safety Drive

- i. No Unauthorised carriage of inflammable/explosive materials, gas cylinders, gas canisters & solid fuel tablets used by campers for portable cooking, burning sigrees and stoves, fireworks, poll posters etc in passenger carrying trains.
- ii. No stacking of items in corridors, near doorways, in pantry car corridors that would hinder easy egress of passengers in emergency.
- iii. Proper supervision at parcel booking offices: No misdeclaration of goods in parcel booking: Ensuring no residual fuel in two-wheelers accepted for carriage: Ensure packaging conditions for safe carriage of goods are followed.
- iv. No flame-based cooking, no gas cylinders, only authorised capacity heating coils, no extension boards used, no unauthorised tapping, no tampering with fuses/MCBs in pantry cars.
- v. No smoking, no sale of cigarettes, bidis, matches, lighters in trains or on platforms.
- vi. No gaps in coach panels, junction boxes etc in coaches and coach toilets so that loose paper and rubbish cannot be stuffed into the panel voids
- vii. No loose or hanging wires, no bypassed fuses, no bypassed MCBs in coaches: MCBs, fuses of only proper ratings used: Holes/ gaps in electrical panels are sealed to prevent rodent entry: All electrical panels have properly locked doors: No plastic dustbins in coaches: Proper maintenance of electrical equipment:
- viii. No unauthorised use of high wattage equipment in mobile charging sockets.
- ix. No heat affected sockets, switches etc with melting signs near socket holes.
- x. Proper maintenance of generator rooms in power cars ensuring all the requisite provisions for fire safety have been meticulously followed.
- xi. Proper maintenance of engine rooms/ DPCs in DEMUs ensuring all the requisite provisions for fire safety have been meticulously followed.
- xii. Proper maintenance of motor coaches of MFMU/ EMU ensuring all the requisite provisions for fire safety have been meticulously followed.
- xiii. Availability of AC Mechanic and Power car escorting staff at the right place.
- xiv. Fire extinguishers of appropriate type with adequate life in good condition have been provided in coaches.
- xv. AC coaches have been provided with Fire and Smoke Detection System (FSDS): FSDS is functional, sensors are not blocked especially in toilets, brake valve connection of FSDS is not isolated and is locked/sealed.
- xvi. Pantry car and power car have been provided with Fire Detection and Suppression System (FDSS): FDSS is not isolated: automatic suppression system magnet valve (if provided) is not isolated: this magnet valve is sealed against tampering: nitrogen cylinder pressure is adequate: water cylinders are full.
- xvii. Fire safety posters, no smoking signs have been provided.
- xviii. Procedure for locking of coaches, rakes is followed at the time of stabling to prevent miscreant activity.
- xix. On-board staff are aware of basic fire safety procedures: Staff know how to operate fire extinguishers, manual fire suppression system of FDSS.

31/05/25