



Northern Railway

Office of Sr. DEE/RSO/DLI
Email: srdeersodli@gmail.com

Divisional Railway Manager Office
State Entry Road, New Delhi

No. 230/Elect/RSO/Safety Drive/2024

Dated: 08.04.2024

All Sr. CCs & CLIs
JHL, JIND, ROK, SSB, DEE, DLI, ANVT,
GZB, MTC, PNP, NDLS, HNKM, TKD, PWL

RSO SD-14/2024

Sub: Week-Long Safety Drive to prevent SPAD for the Month of April'24

- Ref: (i) CELE Letter No. 147-Elect/TRS/6/2 dated 08.04.2024
(ii) Dy.CSO/Elect. L. No. 81-T/SD/09/2024/Safety dated 04.04.2024
(iii) RB's L. NO. 2024/Safety -I/3/4 dated 03.04.2024
(iv) Sr.DSO/DLI Letter No.10-T/SD/14/2024/Safety dated 05.04.2024

In reference to above, a RSO safety drive is to be launched immediately for one week with special emphasis on the following aspects:

- Crew Competency, Breath Analyzer Machine in working order or not and CMS integration with BA, spare BA availability to be checked.
- Following the stipulated procedures for calling out of signal aspects by crew after signing "ON" at Lobby.
- Footplate inspections, especially during night hours.
- Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LP/ALP is using mobile phone while on run.
- Checking CVVRS recordings, where available, for the above to identify and counsel the erring LPs/ALPs.
- Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.
- Following all speed restrictions meticulously.
- Monitoring of crew's braking technique for different types of load.
- Following of prescribed speed restrictions for BMBS rakes.
- Adherence to prescribed procedures for stabling of vehicles/loads/trains/locomotives.
- Checking for any medical condition, medications (prescribed by both Railway and Private Doctors) that may affect train driving.
- Checking for foot plating of full beat by assigned loco inspectors.
- Family counseling sessions being organized, their quality and attendance therein
- Road learning of track machine operators and tower wagon operators, and their competency certificates.
- Checking of crew links where adequate rest is not built in practically.
- Thorough intensive inspection of crew lobbies; checking manual booking of crew -frequency and reasons.
- Monitoring that unusual reported by crew are addressed quickly.

- Checking that genuine grievances of crew are addressed promptly.
- Thorough intensive inspection of running rooms; quality of rest availed by LP/ ALP in Running rooms & Headquarters.
- Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses.
- Ensuring that LP/ ALP have understood and acknowledged all circulars timely.
- Quality and effectiveness of modification of Emergency brake valves in locomotives.
- Signal sighting issues, Caution indicators, Sigma Boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal, and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate.
- Proper signal exchange.
- Provision and proper working of Fog Pass devices.
- Lookout of any poor worksite protection, possible infringement by stray material, vehicle -especially careless cases where infringement was saved by very narrow margins/ providentially.
- Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPs are given adequate outstation rest as stipulated.
- Detailed and intensive inspection of crew lobbies at officer's level.
- Unusual reported by crew should be monitored and addressed.

All Sr.CCs & CLIs have been advised to launch a drive for period 09.04.2024 & 15.04.2024 & submit the complete report of drive in the attached performa to this office without any delay on date 16.04.2024 or post it in CLI Reports WhatsApp group, So that the HQ & safety branch can be informed in this regard in time.

DA: As above


Sr.DEE/RSO/DLI

Copy to: For kind information please.

- PS to DRM for kind information of DRM please.
- CELE/NR, CRSE/Fr./NR, NDBH.
- ADRM/OP.
- Sr. DSO/DLI.
- Principal ETC/GZB, Principal DTC/TKD, Principal RSTC/ Shakurbasti.
- CLI/BTC/TKD, CTC/NDLS Control

NO.	Checks of Aspects		Outcome/deficiencies on daily basis
1	Nos. of footplate conducted	Officer	
		CLIs	
		LP	
2	Nos. of LP/ALP Counseled	ALP	
		LPS	
3	No. of ambush checked		
4	Nos. of abnormalities observed with respect to Crew Competency, Breath Analyzer Machine in working order or not and CMS integration with BA, spare BA availability		
5	No. of LP/ALP escaped to call out Signal aspects after signing "ON" at Lobby		
6	No. of Improper Calling out Signal aspect		
7	No. of Improper Hand gesture		
8	No. of ALPs whose hand was not on RS/Emergency valve after passing one yellow.		
9	No. of staff whose Mobile phone was switch ON while on run/ unnecessarily use of Mobile		
10	No. of CVVRS Record was Checked and irregularities were observed		
11	No. of Staff not reducing speed while passing Single Yellow aspect of Signal		
12	No. of Staff not controlling speed in falling gradient		
13	Nos. of LP detected at over speed in loop line/block section		
14	No. of LPs who were Not carrying out Brake feel/Brake power test		
15	No. of LPs which had poor braking technique at different types of load		
16	No. of Staff not following prescribed speed restriction for BMBS rakes		
17	No. of staff having any medical condition, medications (prescribed by both Railway and Private Doctors) that may affect train driving		
18	No. of LPs which have not been foot plated of full beat by assigned loco Inspectors		
19	No. of Poor Family counseling sessions organised with respect to quality and attendance therein		
20	No. of track machine operators and tower wagon operators with improper Road Learning		
21	No. of crew links where adequate rest is not built in practically		
22	Names of lobbies where manual booking of crew has been checked physically along with reason		
23	No. of Staff who did not report irregularities/Unusual quickly		
24	No. of genuine grievances of crew are not addressed promptly		
25	Improper working of FSD		
26	No. of Staff who have availed improper quality of rest in Running rooms & Headquarters		
27	Quality of LR & Competencies of crew if found improper		
28	No. of staff who did not understand and acknowledge all circulars on time		
29	Quality and effectiveness of modification of Emergency brake valves in locomotives		
30	No. of LP/ALP who did not follow instructions for stabling of vehicles/loads/trains/locomotives issued by NRHQ vide L.no. 147-Elect/TRS/6/2 dated 28.02.2024		
31	No. of Signal sighting issues, im proper Caution indicators, improper Sigma Boards, RHS signal locations, intermediate signal locations, vulnerable signal locations		
32	No. of improper signal exchange		
33	No. of poor worksite protection, possible infringement by stray material, vehicle especially careless cases where infringement		
34	VCD operated cases on crew account		
35	Irregularities found in crew lobby during inspection by divisinal officers		
36	Inadequate out station rest found		
37	Details of Abnormalities noticed during drive		
38	Action taken		

Northern Railway

Headquarters Office,
Baroda House,
New Delhi- 110001.
Dated: 08.04.2024

No.147-Elect/TRS/6/2

Sr. Divnl. Elect. Engineer/ RSO,
Northern Railway,
D.R.M. Office,
NDLS, LKO, MB & UMB.

Sr. Divnl. Mech. Engineer/ O&F,
Northern Railway
D.R.M. Office
FZR.

**Sub: Week-Long Safety Drive to prevent SPAD for the Month of April'24
(Dy.CSO/Elect./SD no. 09/24)**

**Ref: (i) Dy.CSO/Elect. L. No. 81-T/SD/09/2024/Safety dated 04.04.2024
(ii) RB's L, NO. 2024/Safety -I/3/4 dated 03.04.2024**

In reference to above, a safety drive is to be launched immediately for one week with special emphasis on the following aspects:

- 1) Crew Competency, Breath Analyzer Machine in working order or not and CMS integration with BA, spare BA availability to be checked.
- 2) Following the stipulated procedures for calling out of signal aspects by crew after signing "ON" at Lobby.
- 3) Footplate inspections, especially during night hours.
- 4) Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LP/ALP is using mobile phone while on run.
- 5) Checking CVVRS recordings, where available, for the above to identify and counsel the erring LPs/ALPs.
- 6) Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.
- 7) Following all speed restrictions meticulously.
- 8) Monitoring of crew's braking technique for different types of load.
- 9) Following of prescribed speed restrictions for BMBS rakes.
- 10) Adherence to prescribed procedures for stabling of vehicles/loads/trains/locomotives.
- 11) Checking for any medical condition, medications (prescribed by both Railway and Private Doctors) that may affect train driving.
- 12) Checking for foot plating of full beat by assigned loco inspectors.
- 13) Family counseling sessions being organized, their quality and attendance therein
- 14) Road learning of track machine operators and tower wagon operators, and their competency certificates.

- 15) Checking of crew links where adequate rest is not built in practically.
- 16) Thorough intensive inspection of crew lobbies; checking manual booking of crew - frequency and reasons.
- 17) Monitoring that unusual reported by crew are addressed quickly.
- 18) Checking that genuine grievances of crew are addressed promptly.
- 19) Thorough intensive inspection of running rooms; quality of rest availed by LP/ ALP in Running rooms & Headquarters.
- 20) Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses.
- 21) Ensuring that LP/ ALP have understood and acknowledged all circulars timely.
- 22) Quality and effectiveness of modification of Emergency brake valves in locomotives.
- 23) Signal sighting issues, Caution indicators, Sigma Boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal, and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate.
- 24) Proper signal exchange.
- 25) Provision and proper working of Fog Pass devices.
- 26) Lookout of any poor worksite protection, possible infringement by stray material, vehicle - especially careless cases where infringement was saved by very narrow margins/ providentially.
- 27) Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPs are given adequate outstation rest as stipulated.
- 28) Detailed and intensive inspection of crew lobbies at officer's level.
- 29) Unusual reported by crew should be monitored and addressed.

Divisional officers are to involve themselves in the drive & effective follow up action to be taken on all the deficiencies & irregularities noticed. Officer while doing footplate should observe specifically of crew alertness, proper signal calling and control of train as per signal aspect. The outcome of the drive, bringing out systematic deficiencies and action plan with time line to be sent to this office latest by 16.04.2024 in the format attached as annexure

DA: As above


(Deepak Grewal)

Chief Electrical Loco Engineer

Copy to:

- 1) PCEE/NR: for kind information please
- 2) PCSO/NR: for kind information please

NORTHERN RAILWAY

**Head Quarters Office
Baroda House
New Delhi**

No. 81-T/SD/09/2024/SAFETY

Dated: 04.04.2024

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

SAFETY DRIVE No.- 09 (RB).

Sub:- Week-Long Safety Drive for the month of April'24.

Ref:- Railway Board's Letter No. 2024/Safety-1/3/4 Dated 03.04.2024.

A Safety Drive for one week starting from 08.04.2024 had been advised vide letter under should be Launched with special emphasis to be given to the following aspects.

ELECTRICAL	<p>TRD: Drive for OHE structure such as Check rail level, Tilting of masts, Condition of embankments with respect to stability of masts, Condition of location number plate, etc.</p> <p>CREW: Crew Competency, Breath Analyzer Machine in Working order or not and CMS integration with BA, Spare BA availability.</p> <p>LOCOMOTIVES: Under carriage drive such as adequate level of suspension bearing oil and its filling cap, Cardium compound in gear case and its cover, felt wick carrier screw and its sealing and mounting brackets and strength of under frame equipments.</p> <p>SPAD Drive: Drive to prevent SPAD cases.</p> <ul style="list-style-type: none">• Footplate inspections, especially during night hours.• Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP, whether the ALP is holding the RS valve while passing the signal at yellow, whether the LP/ALP is using mobile phone while on run• Checking CVVRS recordings, where available, for the above to identify and counsel erring LPS/ALPs• Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals, control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.
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	<ul style="list-style-type: none"> • Proper signal exchange • Provision and proper working of fog-safe devices in regions affected by fog • Lookout of any poor worksite protection, possible infringement by stray material, vehicle especially careless cases where infringement was saved by very narrow margins/providentially. • Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPS are given adequate outstation rest as stipulated. • Detailed and intensive inspection of crew lobbies at officers' level. • Counseling of all loco inspectors at officers' level. • Unusual reported by crew should be monitored and addressed.
MECHANICAL	<ul style="list-style-type: none"> • To check and ensure fitment of side frame key, shackle lock, Pivot pin washer in wagons. • To ensure checking of CBC including APMs, Knuckle, lock lifter assembly, Knuckle pin, Anti rotation lug, Coupler heads, etc. Also checking of coaching couplers for the relevant items and in addition shim heights etc. Condition of operating handle, including bends, wear of bolts, corrosion in brackets, groove in bore of bracket etc. Condition of supporting device and its springs. Check all the gauges for wear measurement in CBC along with calibration records of these gauges for concurrency. • Check Side buffers in locomotives and coaches for height, drooping and cracks in the casting, completeness of bolts securing them with the rolling stock. • Maintenance of draft gear in workshops including loose bolts, external damage, seating in pocket, condition of buff plate and application of grease, pre-load value, condition of spring column • Audit of workshops, e.g. wheel disk pressing process, Roller Bearing maintenance, etc.
S&T	<ul style="list-style-type: none"> • To check & ensure working of Data logger & its networking with Central System at Divisional HQ
OPERATING	<ul style="list-style-type: none"> • Check to ensure proper working of DC Track Circuits in Rusty Rail Area. • Ensure that securing of vehicles in the running line/yard is being done as per extant rules • Process of loading of steel coils to be audited.

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

क्र.2024/Safety-1/3/4

नई दिल्ली, दिनांक: 03.04.2024

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

विषय: अप्रैल '24 माह के लिए सप्ताह भर चलने वाला सुरक्षा अभियान।

A Safety Drive for one week starting from 08.04.2024 should be launched with special emphasis to be given to the following aspects:

ELECTRICAL

TRD: Drive for OHE structure such as Check rail level, Tilting of masts, Condition of embankments with respect to stability of masts, Condition of location number plate, etc.

CREW: Crew Competency, Breath Analyzer Machine in Working order or not and CMS integration with BA, Spare BA availability.

LOCOMOTIVES: Under carriage drive such as adequate level of suspension bearing oil and its filling cap, Cardium compound in gear case and its cover, felt wick carrier screw and its sealing and mounting brackets and strength of under frame equipments.

SPAD Drive:-Drive to prevent SPAD cases.

- Footplate inspections, especially during night hours.
- Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LP/ ALP is using mobile phone while on run.
- Checking CVVRS recordings, where available, for the above to identify and counsel erring LPs/ALPs
- Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.

ELECTRICAL

- Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that IP's and AIP's are given adequate outstation rest as stipulated.
- Detailed and intensive inspection of crew lobbies at officers' level.
- Counseling of all loco inspectors at officers' level.
- Unusually reported by crew should be monitored and addressed.

Mechanical

- To check and ensure fitment of side frame key, shackle lock, Pivot pin washer in wagons.
- To ensure checking of CBC* including APMs, Knuckle, lock lifter assembly, Knuckle pin, Anti rotation lug, Coupler heads, etc. Also checking of coaching couplers for the relevant items and in addition shirn heights etc. Condition of operating handle, including bends, wear of bolts, corrosion in brackets, groove in bore of bracket etc. Condition of supporting device and its springs. Check all the gauges for wear measurement in CBC along with calibration records of these gauges for concurrency.
- Check Side buffers in locomotives and coaches for height, drooping and cracks in the casting, completeness of bolts securing them with the rolling stock.
- Maintenance of draft gear in workshops including loose bolts, external damage, seating in pocket, condition of buff plate and application of grease, pre-load value, condition of spring column
- Audit of workshops, e.g. wheel disk pressing process, Roller Bearing maintenance, etc.

S&T

- To check & ensure working of Data logger & its networking with Central System at Divisional HQ
- Check to ensure proper working of DC Track Circuits in Rusty Rail Area.

OPERATING

- Ensure that securing of vehicles in the running line/yard is being done as per extant rules
- Process of loading of steel coils to be audited.
- Loading of bagged commodity as per RDSO diagram.
- Drive on stabling of rolling stock in yards

ENGINEERING

- Preparation of Hot Weather Precautions ensuring zero missing fitting, completeness of ballast profile including De-stressing of LWRS.
- Bridges/FOB: , Condition of corrosion and painting of Steel Bridges and corrosion of reinforcement / cracks in Concrete Bridges, Inspection for maintenance/ condition of Foot Over Bridges

NORTHERN RAILWAY

DRM Office
S.E.Road, New Delhi

No.10-T/SD/14/2024/Safety

Dated: 05.04.2024

वरि. मंडल विधुत अभियंता/टी आर डी, वरि. मंडल विधुत अभियंता/आर एस ओ ,
वरि. मंडल विधुत अभियंता/ कोचिंग, वरि. मंडल विधुत अभियंता/जी,
वरि. मंडल यांत्रिक अभियंता/समन्वय, वरि. मंडल परिचालन प्रबन्धक/समन्वय,
वरि. मंडल सि. एवं दूरसंचार इंजीनियर/समन्वय

Divisional Safety Drive No. 14/2024

विषय : अप्रैल '24 माह के लिए सप्ताह भर चलने वाला सुरक्षा अभियान।

Ref:- 1. PCSO L.No. 81-T/SD/09/2024/Safety dated 04.04.2024.
2. ED/EE/Safety letter No. 2024/Safety-1/3/4 dated 03.04.2024.

As per letter under reference, the one week safety drive to be launched, starting from 08.04.2024 to 14.04.2024 the special emphasis to be given to the following aspects.

ELECTRICAL	<p>TRD: Drive for OHE structure such as Check rail level, Tilting of masts, Condition of embankments with respect to stability of masts, Condition of location number plate, etc.</p> <p>CREW: Crew Competency, Breath Analyzer Machine in Working order or not and CMS integration with BA, Spare BA availability.</p> <p>LOCOMOTIVES: Under carriage drive such as adequate level of suspension bearing oil and its filling cap, Cardium compound in gear case and its cover, felt wick carrier screw and its sealing and mounting brackets and strength of under frame equipments.</p> <p>SPAD Drive: Drive to prevent SPAD cases.</p> <ul style="list-style-type: none">• Footplate inspections, especially during night hours.• Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP, whether the ALP is holding the RS valve while passing the signal at yellow, whether the LP/ALP is using mobile phone while on run• Checking CVVRS recordings, where available, for the above to identify and counsel erring LPS/ALPs.• Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals. control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.• Following all speed restrictions meticulously.• Monitoring of crew's braking technique for different types of load• Following of prescribed speed restrictions for BMBS rakes
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	<ul style="list-style-type: none"> • Checking for any medical condition, medications (prescribed by both Railway and Private doctors) that may affect train driving • Checking for foot plating of full beat by assigned loco inspectors • Family counseling sessions being organized, their quality and attendance therein • Road learning of track machine operators and tower wagon operators, and their competency certificates • Checking of crew links where adequate rest is not built in practically • Thorough intensive inspection of crew lobbies; checking manual booking of crew-frequency and reasons • Monitoring that unusual reported by crew are addressed quickly • Checking that genuine grievances of crew are addressed promptly • Thorough intensive inspection of running rooms; quality of rest availed by LP/ALP in Running rooms & Headquarters • Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses. • Ensuring that LP/ ALP have understood and acknowledged all circulars timely. • Quality and effectiveness of modification of Emergency brake valves in locomotives • Special monitoring of train driving in one-train-only sections, where such working is in practice, by checking of loco SPM records for proper stopping, etc. • Signal sighting Issues, Caution indicators, Sigma Boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal, and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate. • Proper signal exchange • Provision and proper working of fog-safe devices in regions affected by fog • Lookout of any poor worksite protection, possible infringement by stray material, vehicle especially careless cases where infringement was saved by very narrow margins/providentially. • Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPS are given adequate outstation rest as stipulated. • Detailed and intensive inspection of crew lobbies at officers' level. • Counseling of all loco inspectors at officers' level. • Unusual reported by crew should be monitored and addressed.
MECHANICAL	<ul style="list-style-type: none"> • To check and ensure fitment of side frame key, shackle lock, Pivot pin washer in wagons. • To ensure checking of CBC including APMs, Knuckle, lock lifter assembly, Knuckle pin, Anti rotation lug, Coupler heads, etc. Also checking of coaching couplers for the relevant items and in addition shim heights etc. Condition of operating handle, including bends, wear of bolts, corrosion in brackets, groove in bore of bracket etc. Condition of

	<p>supporting device and its springs. Check all the gauges for wear measurement in CBC along with calibration records of these gauges for concurrency.</p> <ul style="list-style-type: none"> • Check Side buffers in locomotives and coaches for height, drooping and cracks in the casting, completeness of bolts securing them with the rolling stock. • Maintenance of draft gear in workshops including loose bolts, external damage, seating in pocket, condition of buff plate and application of grease, pre-load value, condition of spring column • Audit of workshops, e.g. wheel disk pressing process, Roller Bearing maintenance, etc.
S&T	<ul style="list-style-type: none"> • To check & ensure working of Data logger & its networking with Central System at Divisional HQ • Check to ensure proper working of DC Track Circuits in Rusty Rail Area.
OPERATING	<ul style="list-style-type: none"> • Ensure that securing of vehicles in the running line/yard is being done as per extant rules • Process of loading of steel coils to be audited. • Loading of bagged commodity as per RDSO diagram. • Drive on stabling of rolling stock in yards
ENGINEERING	<ul style="list-style-type: none"> • Preparation of Hot Weather Precautions ensuring zero missing fitting, completeness of ballast profile including De-stressing of LWRS • Bridges/ FOB: Condition of corrosion and painting of Steel Bridges and corrosion of reinforcement/ cracks in Concrete Bridges, Inspection for maintenance / condition of Foot Over Bridges.

These aspects are only indicative in nature. Departments should issue their own comprehensive drive including suitable checklist for inspecting officers/ supervisors.

The above Drive is meant to check all aspects of safety concerned with the specific departments. Officers/Supervisors from the various departments as indicated above have to do inspections pertaining to their areas. The inspecting officer has to cover all aspects of safety of his department while doing the inspection.

The DEFICIENCIES/IRREGULARITIES noticed should be given along with action taken/plan with target dates to this office by 15.04.24 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