

दक्षिणपूर्वरेलवे/ South Eastern Railway

कार्यालय/ Office of the
वरिष्ठमंडलविद्युत अभियंता(परि.)
Sr.Divl.Electrical Engineer (OP)
चक्रधरपुर/ Chakradharpur
दिनांक/Date:26.08.2026

सं/No.RSO/CKP/6/91/5511

To
All CLIs in CKP Division
S. E.Railway

Sub: Counseling of LPs/ALPs on safety precautions regarding setting of points, loco trouble reporting and speed restrictions – Reg.

All CLIs are hereby instructed to counsel each and every LP/ALP on the following important safety precautions.

1. Observation and call-out of setting of points:

On 21.08.2026, while working Train No. PP/BOBS(E)/BXF, Sri AlokKhalkho, LP(G)/BNDM, and Sri A.K. Bhagat, ALP/BNDM, observed that Point No. 104 "A" was set towards Line No. 2, though the Home Signal was at Proceed aspect. The crew immediately applied Emergency Brake and stopped the train, thereby averting a possible serious accident.

Hence, while admitting or leaving a yard and passing through points, the crew shall carefully observe the setting of points along with the signal aspect. The ALP shall call out the setting of points, such as "Point set for 1st Loop" / "Point set for Line No. 2", and the LP shall acknowledge the same before proceeding.

2. Reporting of loco trouble:

In case of any loco trouble, the crew shall first inform TLC/CKP without fail and act as per the advice of TLC. Crew shall not bypass TLC/CKP and directly contact with the Call Centers, as this may cause difficulty in taking timely action.

3. Speed restriction imposed at visibility is less than 200mtrs.

Speed restrictions are being imposed at locations where the visibility of signal aspects is less than 200 meters (Annexure-A). These restrictions have been duly incorporated in the Caution Order. However, no caution and speed boards are available at these locations. All LPs/ ALPs shall be counseled to strictly follow the prescribed speed restrictions and carefully observe the signal aspect before proceeding. They shall also be counseled not to log any complaint in CMS/UOR regarding non-provision of speed restriction boards at these locations.

All CLIs shall ensure that the above instructions are properly counseled to every LP/ALP and reinforced during footplate counseling and inspections.

Every moment of alertness can avert a major accident.

Sr. Divisional Electrical Engineer (OP)
Chakradharpur Division

Copy to: 1. DEE (OP)/CKP for information and necessary action.
2. ADEE (OP)/TATA, ADME(OP)/BNDM and ADEE/TR/DPS for information and necessary action.



Visibility less than 200m

ASB-JSG (UP LINE)

Sr No	Section	Signal Name & Number	KM Number	Visibility Distance	Cause of Less Visibility	Gradient	Existing speed restriction	Speed Restriction	Speed imposed from KM No.	TDC /ENGG.	TDC/ TRD
1	ASB-SLJR E/C	Up Distant Signal of LC Gate 136	237/11-13	200m (signal visibility obstructed intermittently)	Curvature and OHE mast; continuous visible from 400m but drops intermittently to 200m; alignment/mast shift required	125 @	NO	55 KMPH	237/3-9		TBT 20.09.26
2	KXN-GP	IB Inner Distance Signal	437/17	156m	Visibility obstructed by tree branches at Km 437/9-17; trimming of tree branches	250@	NO	40 KMPH	437/9-13	Trimming to be done by TRD	TBT DONE
3	BEH	UP Home Signal S-1	492/23-25	165m	Due to left curve	400@	NO	25 KMPH	492/15-21	Not Feasible	NA

JSG-RHE (DN LINE)

4	PST-MXW	MXW JLI DN INN. Distance	351/02-351/04	159m	Due to tunnel & RII side tree bushes; tree trimming required from km 351/12 to 351/2	N/A	50KMPH	40 KMPH	351/12-8	Trimming to be done by TRD	TBT DONE
5	TATA-SLJR W/C	S-4 (SLJR West /Cabin Dn HOME)	246/30-32	181m(if BCN standing on 3rd line) 320m if no train such train standing on 3rd line.	Due to Curvature & 3 Line Train Movement standing of covered wagon Remedial Action Reduce Radius of curvature of Track Alignment or Gantry Signal may be proposed after Joint Survey of possible	125@	NO	35 KMPH	247/6-2	Not Feasible	NA

JSG-MFSJ

6	MIDH	S-11, MIDH UP Starter Signal	519/17	165m (If Train standing on adjacent line)	Due to sharp right curve	171 (F)	NO	25 KMPH	519/9-15	Not Feasible	NA
7	BRBC-MFSJ	MFSJ S-1, S-2, Joint Line Home Signal	559/21	170m	Due to curve and Big tree at Km No.556/44-46 , tree cutting is required	1200(F)	15KMPH	15 KMPH	559/11-17	Not Feasible	TBT DONE

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BUF-BXF -BUF

8	BUF-BXF (Up & Dn)	LC RB 23 Up Gate	471/6-7	68m	Curve; tree cutting & trimming required from km 470/22 to 471/6 on LHS	100® & 4D	NO	20 KMPH	470/22- 471/6	LHS work is in advance stage LC will be eliminated TDC-31.12.26	TBT DONE
9	BNF-BUF	LC RB 22 DN Gate Home (S- 2)	470/15-14	135m	Signal on curvature & dense forest; tree cutting km471/2/3-470/21 & trimming km470/22-470/18 LHS; further cutting near dist/stop signal km471/1/2	100(F) &4D	NO	15 KMPH	470/10-15	Not Feasible	TBT DONE

LINK C

10	BNDM A/Cabin-N XX (Link B & Chord line)	Home Signal S-2, Chord Line	L11-19	135m	3.5° curvature; tree trimming required on RHS from km 1/L-3 to 0/L-23 (400m visibility) and km 1/L-9 (200m visibility)	200®	NO	30 KMPH	L5-9	TDC-10.09.26	TBT DONE
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TATA-BMPR-GUMI

11	KIJ-BMPR	Distant Signal of BMPR	336/23-24	100m	Due to curvature, in forest & hill; earth heap & tree branches trimming required	N/A	65KMPH	40 KMPH	336/21-24	Not Feasible	Hill cutting required
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GUMI-BMPR-TATA

12	HLD-BDO	DN Gate Signal of TB- 18	272/11-7	100m	Due to curvature and tree branches; tree branches trimming required	150(F)	NO	15 KMPH	272/9-4	Trimming done Visibility improved to 400m	TBT DONE
13	BDO-HLD	S-2 DN Home Signal of HLD	272/5- 271/19	150m	Due to curvature and tree branches; tree branches trimming required	100(F)	NO	20 KMPH	272/3- 271/19	Trimming done Visibility improved to 400m	TBT DONE

RKSN-DPS-RKSN

14	RKSN-DPS (UP Line)	RKSN UP Adv Starter	292/27	130m	Due to curve; tree branches trimming required + OHE mast to be shifted	141®	30KMPH	25 KMPH	292/21-25		TBT 20.09.26
15	RKSN-DPS (UP Line)	W/O UP Home Signal	293/19-21	98m	Due to curve; tree branches cutting required	226(F)	NO	15 KMPH	293/13-19	TDC-30.08.26	TBT DONE

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16	RKSN-DPS (UP Line)	TABU UP Starter Signal	338/5-7	150m	Due to curve; tree branches cutting required	400®	NO	25 KMPH	338/1-5	Not Feasible	TBT DONE
17	RKSN-DPS (UP Line)	TABU UP Adv Starter	338/9-11	175m	Due to curve; tree branches cutting required	400®	NO	25 KMPH	338/5-9	Not Feasible	TBT DONE
18	RKSN-DPS (UP Line)	MLKA Gate Signal	349/33	89m	Hill cutting required	166(F)	NO	15 KMPH	349/25-31	Not Feasible	TBT DONE
19	RKSN-DPS (JT Line)	RKSN Adv Signal	292/JL-31	130m	Due to curve; tree branches trimming required	141®	NO	25 KMPH	292/JL-25- 29		TBT DONE
20	RKSN-DPS (JT Line)	W/O Home Signal	293/33	98m	Due to curve; tree branches trimming required	226(F)	NO	15 KMPH	293/25-31	Not Feasible	TBT DONE
21	RKSN-DPS (JT Line)	SIPA Adv Signal	319/19A	100m	Due to curve; tree branches trimming required	400®	NO	25 KMPH	319/15A- 19A	Not Feasible	TBT DONE
22	DPS-RKSN (DN Line)	DPS IB Signal	362/22-20	59m	Tree branches & hill cutting required	200®	NO	15 KMPH	362/30-22	Not Feasible	TBT DONE
23	DPS-RKSN (DN Line)	RBK-42 Gate Signal	359/26-24	136m	Due to curve; tree branches cutting required	100(F)	NO	20 KMPH	359/34-26	Not Feasible	TBT DONE
24	DPS-RKSN (DN Line)	JNK Loop Line Starter Signal	327/22-20	142m	Due to curve; tree branches trimming required + if DN M/L occupied by train	200(F)	30KMPH	25 KMPH	327/32-24	Not Feasible	TBT DONE
25	DPS-RKSN (DN Line)	SIPA Adv Starter	318/16-14	186m	Due to curve; tree branches trimming required	400(F)	NO	25 KMPH	318/26-16	Not Feasible	TBT DONE
26	DPS-RKSN (DN Line)	CBSA Gate Signal	313/22	160m	Due to curve; tree branches trimming required	100(F)	NO	20 KMPH	313/32-26	Not Feasible	TBT DONE
27	DPS-RKSN (JT Line)	RBK-42 Gate Dist Signal	359/31A	100m	Tree branches & Hill cutting required	103®	NO	40 KMPH	360/2A- 359/31A	Not Feasible	TBT DONE
28	DPS-GX (UP)	PDPH Old Line Dist Signal	370/1A-5A	180m	Due to curve; tree cutting required	110®	NO	40 KMPH	369/31A- 370/1A	Not Feasible	TBT DONE
29	DPS-GX (UP)	Gua Home Signal	395/20- 396/1	80m	Tree cutting required for better visibility	60® & 4D	NO	10 KMPH	395/12-20	Not Feasible	TBT DONE

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30	BYN-BJM D (DN)	Gate Signal cum Dist Signal	401/2-8	150m	Due to curve; tree branches trimming required	100(F)	NO	20 KMPH	401/2-8	TDC-30.03.25	TBT DONE
31	BYN-BJM D (DN)	BBN Home Signal	398/8-22	150m	Due to curve; tree branches trimming required	100(F)& 3D	NO	20 KMPH	398/8-22	Not Feasible	TBT DONE
32	BYN-BJM D (DN)	BBN Adv Starter Signal	396/24-30	150m	Overbridge + due to curve; tree branches trimming required	400	NO	20 KMPH	396/24-30	Not Feasible	TBT DONE
33	DPS-JRLI (UP)	PB-3 Gate Dist Signal	375/37-39	100m	Tree branches & Hill cutting required	100®	NO	40 KMPH	375/29-35	Not Feasible	TBT DONE
34	DPS-JRLI (UP)	BSPX Adv Starter Signal	399/35-37	135m	Due to curve; tree branches cutting required	110®	NO	30 kmph	399/25-33	Not Feasible	TBT DONE
35	JRLI-DPS (DN)	DJHR Starter Signal	387/35-31	170m	Due to curve; tree branches trimming, increased height & platform shed needed for visibility	400(F)	NO	25 KMPH	387/35-29	Not Feasible	TBT DONE
36	JRLI-DPS (DN)	JKDA Dist Signal	381/6B- 28B	130m	Due to curve; tree trimming required	125®	NO	40 KMPH	381/36B- 26B	Not Feasible	TBT DONE
37	JRLI-DPS (DN)	JKDA Starter Signal	379/28B	100m	Tree branches & Hill cutting required	L	NO	20 KMPH	378/2B- 379/28B	Not Feasible	TBT DONE
38	JRLI-DPS (DN)	JKDA Adv Starter Signal	379/3/22B	170m	Tree branches & Hill cutting required	L	NO	20 KMPH	379/28B- 379/22B	Not Feasible	TBT DONE
39	JRLI-DPS (DN)	PB-3 Gate Signal	376/10B	100m	Due to curve tree and hill cutting required	100(F)&5 D	NO	15 KMPH	376/20B- 12B	Not Feasible	TBT DONE

BUF-KMPD

40	BUF- ROXY	ROXY UP Distant signal	461/14-15	160m	Curve and dense forest .for maximum visibiliy distance tree trimmimg from 461/2- 46114	100®	40KMPH	40 KMPH	461/9-13	Not Feasible	TBT DONE on 18.05.26
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JRLI-DPS

41	JRLI-DPS (DN)	JBC Starter Signal	395/36-34	100m	Dyue to curve tree branches trimmimg required for better visibility	100(F)	NO	15 KMPH	394/04- 395/36	Not Feasible	TBT DONE on 17.05.26
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22.05.26
Sr.DEE(ON/CKP)

