



CEE/OP Instruction No.12 /2023

No. L.253. AC.136.C

Date: 02.09.2023

Sr. DEE /TRO/BB,BSL,NGP
Sr. DME/Fr & Op/BB
DME/Op/ PA
DME(O&C) SUR

Sub: Safety Drive to eliminate SPAD.

There have been a case of SPAD in BB Division on 31.08.2023.

Train No. K-64 stopped at CSMT UP Local line signal S-54, as it was Red. After getting S-54 as Yellow, motorman started the train and after passing S-54, switched-on Audio-visual alarm but switched it off after wrongly observing Yellow aspect of S-27 signal. Train was to be stopped at S-26 (RH Signal), but motorman wrongly picked up the aspect of CSMT S-27 of adjacent line, located Right hand side of adjacent line i.e. left side of Motorman and passed CSMT S-26, located on Right hand side of UP local line, in RED condition.

In this case, Motorman isolated AWS immediately after passing S-26 at ON position and travelled 79 meters ahead of signal S-26. Had he not isolated AWS, then train might have stopped after 44 meters due to activation of brakes via AWS.

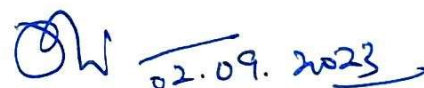
In view of above, one month Safety drive should immediately be launched in all the divisions for counselling of all loco running staff on following items:

1. Crew is calling out the signal aspect loudly with hand gesture.
2. Sign ON/OFF through CMS only without fail (Manual sign ON/OFF to be eliminated) – compliance of instructions issued vide this office letter No. L.326.OP RR/LOBBY MATTERS (8) dated 18.08.2023
3. BA test be carried out compulsorily at the time of Sign ON/OFF.
4. For suburban sections- Motorman should strictly follow the instructions related to Auxiliary Warning System (AWS), circulated by Sr. DEE/TRSO/BB vide letter No. BB.TRSO.EMU.01 dated 03.10.2022 and 08.12.2022.
5. Counselling of 100% running staff to ascertain their knowledge regarding location of RHS signals and all the critical signals.
6. Surprise/ambush checks to be carried to ensure that motorman are switching ON Audio Visual System, while passing Yellow signal (at least 50 checks per day).
7. Crew to run at appropriate speed as per signal aspect.

8. Alertness of crew after passing one Yellow signal.
9. Controlling of the train, whenever signals are not visible, due to train passing from adjacent line.
10. Proper road learning of all the sections/yards.
11. Eliminate shortcut methods during train operation (compliance of the instructions issued vide this office letter No. L.253.AC.136.C dated 20.04.2023)
12. Counselling of crew to avoid tendency of packing/unpacking of their personal belongings, while completion of journey or approaching the terminating station.
13. Analysis of SPM/CVRS data to detect any over speeding or SR violation.

Ambush checks should also be carried out covering all the above items and report to be submitted in the following format:

- No. of CLIs associated in drive
- No. of ambush checks carried out
- No. of irregularities noticed during drive
- Action taken on irregularities
- No of staff counselled (cadre wise)

 02.09.2023

(H.M. Sharma)
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Copy to: PCEE: For information please
PCSO: For information please