



CEE/OP Instruction No.14 /2023

No. L.253. AC.136.C

Date:09.10.2023

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

Sub: Safety Drive - Action to be taken to curb the SPAD cases

It is seen that even after repeated counselling/monitoring at Officer/CLI level, some of the loco running crew are not following the guidelines regarding duties of LP/MOTORMAN/ALP after passing one Yellow signal and resulting in Signal Passing at Danger. Also, in suburban sections, some Motorman are not keeping Audio visual buzzer ON after passing one Yellow signal and not following the instructions related to Auxiliary Warning System (AWS).

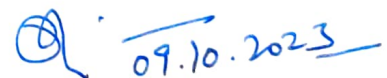
In view of this, 15 days Safety drive should immediately be launched in all the divisions for counselling of all loco running staff on following items:

1. Ensure crew is calling out the signal aspect loudly with hand gesture.
2. Counseling to crew to Keep continuous watch on approaching signal.
3. Counseling of crew to eliminate distraction of mind due to any type of reason.
4. Put direction switch for EMU/DEMU/MEMU in Neutral position, after stopping at Red signal.
5. Ensure MP/Throttle is at zero and A9/SA9 in applied condition for locomotives after stopping at Red signal.
6. Counsel the crew to take proper precautions, if visibility of stop signal is less than 200 meters and visibility of permissible signal is less than 400 meters. Further, location of such signals should be corrected, if any.
7. Ensure all loco running staff are well conversant with the rules pertaining to train parting.
8. Counsel the crew that in the extreme case due to any reason, if crew fails to locate any signal due to any obstruction, he should stop his train and then proceed cautiously up to next signal and ensure the signal aspect and work further.

9. 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.
10. 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).
11. Counselling of 100% running staff to ascertain their knowledge regarding location of RHS signals and all the critical signals.
12. Crew to run at appropriate speed as per signal aspect.
13. Alertness of crew after passing one Yellow signal.
14. Proper road learning of all the sections/yards.
15. 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)
16. Counselling of crew to avoid tendency of packing/unpacking of their personal belongings, while completion of journey or approaching the terminating station.
17. 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 to rectifying irregularities
- No of staff counselled (cadre wise)

 09.10.2023

(H.M.Sharma)

Chief Electrical Engineer (Op)

Copy to: PCEE, PCSO: For information please