



CEE/OP Instruction No.18 / 2023

No. L.253.AC.136.C

Date: 04.01.2024

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

Sub: Rolling down of locomotives/train

Ref: Railway Board's letter No.2022/Elect(TRS)/113/Safety Misc dated 21.12.2023

Recently, there have been two cases of derailments of Brake van on the rear point on IR, where the train rolled back after stopping at station/yard. Prima facie, proper instructions and procedures were not followed by the crew.

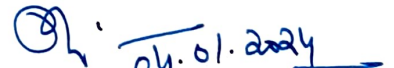
Earlier, instructions were issued by Railway Board to avoid rolling down / backing of locomotive / train and stabling of the vehicles/loads/trains/locomotives at the station/yards. Copies of letters related to these instructions are enclosed for ready reference.

Railway Board, vide above referred letter, has issued summary of these instructions (copy enclosed) and advised to launch a drive to counsel all the running staff through CLIs/supervisors/officers on the issue.

In view of above, special safety drive to be launched for 15 days to counsel the crew on the above subject and ambush checks to be carried out to ensure that loco running crew is following the Railway Board instructions properly to avoid rolling down. All staff must be covered during the drive.

Compliance of the above instructions may be ensured and report to be submitted in following format:

1. No. of CLIs/Officers associated in drive:
2. No of ambush checks carried out during drive:
3. No of irregularities noticed during drive:
4. Action taken to rectify irregularities:
5. No. of staff counselled (cadre wise):


(H.M.Sharma)

Chief Electrical Engineer (Op)

Copy to: PCEE, PCSO: For information please

190
01/12/23

प्र.मु.वि.ईजी का.
म. रे. मुंबई छ.शि.म ट
पंजी संख्या RB-9
दिनांक 26/12/23
e-mail date _____



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



No. 2023/Elect.(TRS)/113/Safety Misc.

New Delhi, Dated: 21.12.2023

General Managers (Elect.),

All Zonal Railways
(including KRCL)

Sub: Rolling down of locomotives/train.

- Ref: (i) Derailment of Brake van of Long Haul train on 21.11.23 on SGO station of WCR (SIMS ID 20231116003)
(ii) Rly Board's letter no. 2023/Elect(TRS)/113/Safety Misc. dt. 18.03.21.
(iii) Railway Board's letter No. 2007/Elect(TRS)/113/7 dt. 19.01.2012
(iv) Rly Board's letter No. 2017/Elect(TRS)/113/Safety Misc. dt. 13.11.17
(v) Railway Board's letter No. 2012/Safety(A&R)/19/1 dt. 24.02.2012
(vi) Railway Board's letter No. M(Safety)/7/31 dated 13.11.1995

Incidences of trains/locomotives rolling down/back on graded sections continue to occur. In recent past, there have been two cases of derailments of Brake van on the rear point where the trains rolled back after stopping at station/yard. Prima facie, proper instructions and procedures were not followed by the crew.

Instructions to avoid rolling down/back of locomotive/train and stabling vehicles/loads/trains/locomotives at the station/yards, issued by Railway Board in the letters referenced above, need to be followed diligently. A summary of the instructions is reiterated below:

- Loco Pilot while on duty should not leave locomotive unmanned;
- Application of SA-9 and A-9 brakes; physically check if brake application has actually taken place.
- Also, apply locomotive independent brakes on the banking locomotives, if the train is banked.
- Application of hand brake and parking brake;
- In case, the detention is likely to be of more than 30 minutes, wedging of wheels of locomotives using wooden wedges as per RDSO's approved design, provided on locomotive, should be done, along with application of Guard's brakes to avoid rolling down of the train;

Sl. No.	Name of the Officer	Designation	Signature	Date
1	Chief Engineer	Electrical		
2	Chief Engineer	Operations		
3	Chief Engineer	Stores		
4	Chief Engineer	Transport		
5	Chief Engineer	Medical		
6	Chief Engineer	Public Relations		
7	Chief Engineer	Security		
8	Chief Engineer	Engineering		
9	Chief Engineer	Construction		
10	Chief Engineer	Signalling		
11	Chief Engineer	Telecommunications		
12	Chief Engineer	Information Technology		
13	Chief Engineer	Research & Development		
14	Chief Engineer	Quality Control		
15	Chief Engineer	Environment & Safety		
16	Chief Engineer	Finance		
17	Chief Engineer	Personnel		
18	Chief Engineer	Legal		
19	Chief Engineer	Stores		
20	Chief Engineer	Transport		
21	Chief Engineer	Medical		
22	Chief Engineer	Public Relations		
23	Chief Engineer	Security		
24	Chief Engineer	Engineering		
25	Chief Engineer	Construction		
26	Chief Engineer	Signalling		
27	Chief Engineer	Telecommunications		
28	Chief Engineer	Information Technology		
29	Chief Engineer	Research & Development		
30	Chief Engineer	Quality Control		
31	Chief Engineer	Environment & Safety		
32	Chief Engineer	Finance		
33	Chief Engineer	Personnel		
34	Chief Engineer	Legal		
35	Chief Engineer	Stores		
36	Chief Engineer	Transport		
37	Chief Engineer	Medical		
38	Chief Engineer	Public Relations		
39	Chief Engineer	Security		
40	Chief Engineer	Engineering		
41	Chief Engineer	Construction		
42	Chief Engineer	Signalling		
43	Chief Engineer	Telecommunications		
44	Chief Engineer	Information Technology		
45	Chief Engineer	Research & Development		
46	Chief Engineer	Quality Control		
47	Chief Engineer	Environment & Safety		
48	Chief Engineer	Finance		
49	Chief Engineer	Personnel		
50	Chief Engineer	Legal		

....2/-

- : 2 : -

- (vi) Hand brake/parking brakes of locomotive should be ensured in working condition.
- (vii) In case train/loco stalled in block section due to accident, failure, obstruction or any other reason, instructions contained in para 5 of Board's letter under reference (v) should be followed.

Copies of the letters under reference are available on the 'e-LoCoS' website.

In order to sensitize again, it is advised to take a drive to counsel all the running staff through CLIs/supervisors/officers on the issue.

 Digitally signed
by Vikash Anand
Date: 2023.12.21
19:43:10 +05'30'

(विकाश आनंद)
निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)
फ्लोर सं : 4, कमरा सं. : 452
रेलवे बोर्ड
दिल्ली : 011- 47845425
ई मेल: vikashanand.irsee@gov.in

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

No. 2021/Elect.(TRS)/113/Safety Misc.

New Delhi, Dated : 18-03-2021

General Managers (Elect.),
All Zonal Railways
(including KRCL)

Sub: Rolling down of locomotives/train.

**Ref: (i) Railway Board's letter No. 2007/Elect.(TRS)/113/7
dated 19.01.2012**

**(ii) Railway Board's letter No. 2017/ Elect.(TRS)/113/Safety Misc.
dated 13.11.2017**

**(iii) Railway Board's letter No. 2012/Safety(A&R)/19/1 dated
24.02.2012**

(iv) Railway Board's letter No. M(Safety)/7/31 dated 13.11.2005

Incidences of train/locomotive rolling down on graded section are continuing. In a recent case, Train No. 05326 rolled down alongwith passengers on 17-03-2021 in NER. Instructions for stabling of vehicles/loads/trains/locomotive at station and in in block issued by Railway Board vide letters referred above needs to be followed religiously. Summary of the instructions is reiterated as under:

- (i) Loco Pilot while on duty should not leave locomotive unmanned;
- (ii) Application of SA-9 and A-9 brakes; physically check if brake application has actually taken place.
- (iii) Also, apply locomotive independent brakes on the banking locomotives, if the train is banked.
- (iv) Application of hand brake and parking brake;
- (v) In case, the detention is likely to be of more than 30 minutes, wedging of wheels of locomotives using wooden wedges as per RDSO's approved design, provided on locomotive, should be done, along with application of Guard's brakes to avoid rolling down of the train;

...2/-

- AVB/IN → (vi) Hand brake/parking brakes of locomotive should be ensured in working condition.
- (vii) In case train/loco stalled in block section due to accident, failure, obstruction or any other reason, instructions contained in para 5 of Board's letter under reference (iii) should be followed.

Copies of letters under reference are available in elocos website for reference and necessary action.

Concerned staff needs to be sensitized by proper counseling by supervisors/officers covering all the instructions/procedures issued by Railway Board and RDSO/Zonal Railways in this regard, under advice of confirmation of compliance of the above instructions to this office.

(Handwritten signature)
(किशोर वैभव) 19/03/2021

निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)

फ्लोर सं : 1, कमरा सं. : 113

रेलवे बोर्ड

टेली और फैक्स: 011- 23387736

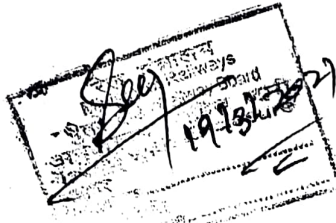
ई मेल: deers@rb.railnet.gov.in

gc

may please visit again

(Handwritten signature)

19/03/2021



GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2007/Elect(TRS)/113/7

New Delhi, dated 19.01.2012

General Manager (Elect.)

Central Railway, Mumbai,
East Central Railway, Hajipur
Northern Railway, New Delhi
Southern Railway, Chennai
South Eastern Railway, Kolkata
South Western Railway, Hubli
West Central Railway, Jabalpur.

Eastern Railway, Kolkata
East Coast Railway, Bhubaneswar
North Central Railway, Allahabad
South Central Railway, Secunderabad
South East Central Railway, Bilaspur
Western Railway, Mumbai

SUB : Rolling back of trains.

- REF : (i) Rly.Bd's letter no. 94/Safety(A&R)/29/34 dated 22.11.94
(ii) Rly.Bd's letter no. 95/Elect(TRS)/113/2 dated 24.05.96 & 12.11.98
(iii) Rly.Bd's letter no. 99/Elect(TRS)/113/16 dated 15.09.99
(iv) Rly.Bd's letter no. 2004/Elect(TRS)/113/1 dated 10.03.2004
(v) Rly.Bd's letter of even no. dated 24.09.2007


Incidences of trains rolling down on graded sections continue to come to notice. It appears that that necessary safety precautions issued from Railway Board & RDSO are not being followed religiously. The instructions issued so far can be summarized as:

- (i) Driver not to leave engine when on duty (G.R. 4.61). ✓
- (ii) Application of A-9 in locomotives in emergency position. ✓
- (iii) Application of SA-9 in locomotives. ✓
- (iv) Application of hand brakes in locomotives. ✓
- (v) Wedging of wheels on locos to prevent rolling down using wedges. ✓

It is desired that a 15 days special drive be launched to cover all the instructions issued from Board, RDSO and standard procedures laid down by Zonal Railways, deputing RS / RSO officers and supervisors covering all electric loco running staff. Also ensure the following on electric locos, owned as well as operated in their Railways:

- (i) 4 nos of wooden wedges as per RDSO's approved design.
- (ii) All locomotives have hand brakes/parking brakes provided and in working condition.

Report on the completion of the drive may be communicated.


(P. K. Srivastava) 19/1/12
Adviser. Elect. (RS)
Railway Board

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

No. 2017/Elect(TRS)/113/Safety Misc.

New Delhi, dated : 13.11.2017

General Manager (Elect),

All Zonal Railways
(including KRCL)

Sub : Rolling down of stabled electric locomotive at WADI station of Solapur division of Central Railway on 08.11.2017

Ref : (i) Board's letter no. 2007/Elect(TRS)/113/7 dated 19.01.2012
(ii) Board's letter no. 2012/Safety(A&R)/19/1 dated 24.02.2012

Incidences of train/locomotive rolling down on graded section are continuing. In a recent case, one stable electric locomotive had rolled down in wrong direction (towards Nalwar station) from Wadi station of Solapur division on CR on 08.11.17. Prima facie, it appears that proper instructions/procedures were not followed by the staff responsible for stabling of locomotive at Wadi station situated on graded section. It is a serious lapse in safe train operation.

Instructions have already been issued by Railway Board vide letters under ref. (i) & (ii) for stabling of vehicles/loads/trains/locomotive at station and in block section and needs to be followed religiously. Summary of instructions is as under:

- (i) Loco Pilot while on duty should not leave locomotive unmanned; ✓
- (ii) Application of SA-9 and A-9 brakes; ✓
- (iii) Application of hand brake & parking brake; ✓
- (iv) Wedging of wheels of locomotives using wooden wedges provided on locomotive; ✓
- (v) 4 wooden wedges should be ensured in engine as per RDSO's approved design; ✓
- (vi) Hand brake/parking brakes of locomotive should be ensured in working condition.

.....2/-

- (vii) In case train/loco stalled in block section due to accident, failure, obstruction or any other reason, instructions contained para 5 of Board's letter under reference (ii) should be followed.

In order to sensitize the issue, it is advised to launch a 15 days special safety drive to counsel all the running staff through supervisors/officers covering all the instructions/procedures issued by Board and RDSO/Zonal Railways in this regard.

Report on the completion of the drive should be submitted to this office by 30th Nov'17.


13/11/17

(S.K. Singh)

Exec. Dir. Elect. Engg. (RS)
Railway Board



**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No.2012/Safety(A&R)/19/1

New Delhi, dated 24.02.2012

The General Manager
All Indian Railways including
Konkan Railway Corporation

Sub: Securing of vehicles/loads/trains/locomotives at stations and in block section.

There have been few recent incidences of rolling down of loads/vehicles resulting in accidents. The matter has been considered in Board's office. Precautions to be taken for stabling loads/trains and securing of vehicles/loads/trains/locomotives at stations as well as securing of trains stranded in block section are consolidated and reiterated below:-

1. Action by Station Master/Traffic Staff when vehicles/load/train is to be stabled at Station:-

(a) The vehicles/load/train be chained and padlocked using **atleast** two chains, one at either end;

(b) **Atleast** four sprags/wooden wedges be used, two each below the outermost pair of wheels at either end;

(c) Hand brakes of **atleast** 6 wagons from either end must be fully tightened. In case coaching vehicles are stabled, Guard's hand brakes in SLR(s) must be applied. The hand brakes must be operated under the personal supervision of the Guard, and in the absence of Guard, by SM/ASM on duty;

(d) The vehicles of stabled load/train should be coupled together. In case the stabled load has to be split for any reason, each such split part should be treated as a separate load for the purpose of securing;

(e) The points must be set, clamped and padlocked against the blocked line and towards dead end or trap point (if available). Scotch blocks must be used, if available;

(f) Stop Collars must be placed on relevant signal and point buttons/slides/levers etc.;

(g) Remarks should be made in TSR and/or SM diary in Red ink to the effect that 'Line No. _____ is blocked and all precautions for securing the load have been taken' as prescribed above;

(h) After any load/train/loco is stabled, the station master must inform the section controller supported by private number that all laid down precautions for stabling and securing the load/train/loco have been taken.

2. Additional precautions to be taken while stabling vehicles/load/train at a station with gradient of 1 in 400 or steeper may have been prescribed under approved special instructions (by CRS) and mentioned in SWR of respective station. These should be followed scrupulously. In addition, following precautions must also be observed over and above those prescribed under approved special instructions:-

- (a) Before vehicles are uncoupled, the hand brakes should be applied, sprags/wooden wedges/skids, should also be used to prevent vehicles from rolling down;
- (b) As far as possible, the vehicles/load/train should be stabled on a line which is isolated from other lines, particularly running lines.
3. Action by Loco Pilot/Assistant Loco Pilot before leaving the loco in case load/train is stabled with locomotive attached or light engine(s) is/are shut down or stabled:-
- (a) Application of both SA-9 and A-9 brakes; ✓
- (b) Application of hand brake and parking brake; ✓
- (c) Secure the loco with wooden wedges provided on the loco; ✓
4. (a) Loco Pilot while on duty should not leave loco unmanned. In case he is required to leave the locomotive unmanned, he should do so only after receiving written authority from the Station Master/Yard Master and ensuring 3 (a), (b) & (c) above; ✓
- (b) Before leaving the station/yard, the Loco Pilot and Guard should jointly record in a register to be maintained with Station Master that the load & loco has been secured as prescribed above.
5. Action to be taken by Loco Pilot/Assistant Loco Pilot and Guard when the train is stalled in block section due to accident, failure, obstruction or any other reasons:-
- (a) Loco Pilot/Assistant Loco Pilot and Guard should protect the train as per provisions of G&SRs 6.03;
- (b) The train should be secured by applying loco brakes (SA-9, A-9 & hand brake) and hand brakes of atleast six wagons at either end of the train. The hand brake should be operated by Assistant Loco Pilot from leading end and by the Guard from the rear end. In case the train is being worked without Guard, the duties of the Guard shall devolve on the Assistant Loco Pilot. In case of coaching trains, the Guard should apply hand brakes of the SLR in addition to the application of loco brakes by the Loco Pilot.
6. Station Staff, Guard, Crew and Section Controller should be aware of gradients at Stations/Yards/Sidings and block sections.
7. Frequent counseling in this regard should be done by concerned Supervisors.
8. The Railways must ensure availability of adequate number of sprags & chains of approved design at stations and wooden wedges on locos.

This has the approval of Board (ML, MM & MT).


(J.S. Bindra)
Director/Safety

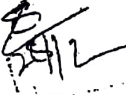
No.2009/Safety(A&R)/19/21

New Delhi, dated 14.02.2012

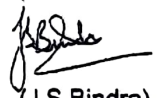
Copy forwarded for information and necessary action to :-

1. The Chief Operations Managers, All Indian Railways.
2. The Principal Chief Engineers, All Indian Railways.
3. The Chief Mechanical Engineer, All Indian Railways.





4. The Chief Electrical Engineers, All Indian Railways.
5. The Chief Signal & Telecommunication Engineers, All Indian Railways.
6. The Chief Safety Officers, All Indian Railways.
7. The Chief Commissioner of Railway Safety/Lucknow
8. All Commissioners of Railway Safety
9. The Director General, RDSO, Lucknow.
10. The Director General, Railway Staff College, Vadodara.
11. The Director, Indian Railways Institute of Transport Management, Manak Nagar, Lucknow.
12. The Director, Indian Railways Institute of Advanced Track Technology Engineer, Pune.
13. The Director, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
14. The Director, Indian Railways Institute of Signal Engineering and Telecom, Secunderabad.
15. The Director, Indian Railways Institute of Electrical Engineering, Nasik.
16. The Principals, Zonal Railway Training Institutes, Central Railway, Bhusawal, Eastern Railway, Bhuli, Northern Railway, Chandausi, North Eastern Railway, Muzaffarpur, Northeast Frontier Railway, Alipurduar, North Western Railway, Udaipur, Southern Railway, Tiruchirapalli, South Central Railway, Maula Ali, South Eastern Railway, Sini.
17. The General Secretary, NFIR, 3 Chelmsford Road, New Delhi.
18. The General Secretary, AIRF, 4 State Entry Road, New Delhi
19. The General Secretary, FROA, Room NO.256-A, Rail Bhavan, New Delhi.
20. The General Secretary, IRPOF, Room NO.268, Rail Bhavan, New Delhi.
21. The Indian Railways Conference Association, DRM's Building, Accounts Building, Chelmsford Road, New Delhi.



(J.S.Bindra)
Director/Safety

Copy to:

AM/T, AM/ME, AM/L, AM/CE
ED/Safety, Director/Safety- I, III and JD/Safety-IV

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

New Delhi,
dated : 13.11.1995

No. 95 M(Safety)/7/31

General Managers,
All Indian Railways.

Sub: Air Brake Trains disabled en route,
rolling down in gradients due to
drop in Air Pressure - Instructions
to Running Staff.

On 12.06.1995, locomotive of the 1356 Up Jhansi-
Itarsi Passenger (Air Brake Stock) failed in mid section
due to DJ trouble. After applying loco brakes, the
crew were seriously engaged in trouble shooting. After a
while, the train started slowly rolling down and could
not be stopped till it collided with a stationary express
train waiting on the Home Signal at the station in the
rear. The recommendations of the CRS who had once enquired
into the accident, are shown in enclosed annexure. In
this connection, following unambiguous instructions may
please be issued to all Running Staff:-

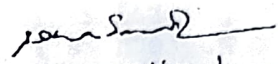
Drivers of Air Brake Trains - Please take the
following action, when your train (Passenger or
Freight) gets stranded in mid-section, on account
of loco failure or any other reason:

- (i) Apply brakes on locomotives and train by
moving driver's brake valve handle to
emergency application position (mere
application of loco brakes is NOT ADEQUATE).
- (ii) Apply hand brakes on the locomotives.
- (iii) Physically check if brake application has
actually taken place.
- (iv) Also, apply locomotive independent brakes
on the banking locomotives, if the train
is banked.
- (v) If it is felt that detention is likely to
be more than 30', the guard and the driver
should then apply wooden wedges and guard's
hand brake to avoid rolling down of the
train. "

108/2

2. These instructions may be incorporated in the new working Time Tables and also conveyed to drivers through the office order book in crew booking offices. Every Loco Inspector must ensure that all drivers have received and understood these instructions and acknowledged the same. It is also suggested that the instructions are prepared in the form of colourful stickers and posted in the Loco Cabs for positive and effective propagation.

Encl: As above.


(S. Dhaserathy)
Exec. Dir. Mech. Engg. (Tr)
Railway Board.



No. L253.AC.136.C

Date: 31.01.2024

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

Sub: Ten days drive for counselling to loco running staff for prevention of SPAD

Recently, it was pointed out that following are major reasons of SPAD:

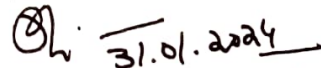
- At last station, last /second last signal
- While packing baggage at last station
- Maximum fatigue due to completion of duty
- Feeling of relaxation/over confidence near the end of duty completion.

To avoid above reasons, there is a need to sensitize the loco running staff through counseling/monitoring to prevent SPAD. In view of above, ten days safety drive to be introduced immediately to counsel all running staff to ensure following items –

1. Crew is calling out the signal aspect loudly with hand gesture.
2. ALP is keeping hand on RS flap valve while passing Yellow signal.
3. Loco Pilot is reducing speed proportionately in case signal aspect is restrictive and not presuming the aspect of next signal.
4. Taking adequate rest at home station and outstation rest as per HOER.
5. Not to be busy in packing personal items before reaching destination.
6. Crew must be having updated road learning knowledge.
7. LP is conducting Brake feel test and Brake power test at first opportunity.
8. LP is putting Reverser/ Directional switch and PBC/Throttle in neutral position, when halted at station/Red signal.

Ambush checks for ensuring above also to be carried out. All staff must be covered during the drive. Compliance of the above instructions may be ensured and report to be submitted in following format:

1. No. of staff counseled (cadre wise):
2. No. of CLIs/Officers associated in drive:
3. No of ambush checks carried out during drive:
4. No of irregularities noticed during drive:
5. Action taken to rectify irregularities:


31.01.2024

(H.M.Sharma)

Chief Electrical Engineer (Op)

Copy to: PCEE, PCSO: For information please



NO.L.253.AC.136.C

Date: 07.02.2024

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

Sub: 15 days drive for counseling to loco running staff for prevention of SPAD
Ref: This office letter of even number dated 31.01.2024

There have been a case of SPAD in Nagpur division on 06.02.2024 by SECR crew.

Train No. 12809 Express (CSMT-HWH) with loco No. 37011/WAP7/TATA arrived on PF-06 at Nagpur station at 11:35 Hrs. SECR Crew of NGP lobby took over charge and started at 11:41 hrs as departure signal i.e. Starter signal S-71 was taken off. Train was supposed to stop at intermediate Starter S-85 (RHS), which was "ON" as train No. 22846 was admitted. But LP and ALP passed intermediate Starter S-85(RHS) at ON position, resulting in to SPAD, as both LP and ALP were inattentive. Train finally stopped at 119 meters ahead of S-85, as they were informed on Walkie-talkie to stop the train.

As per LP, he was looking towards "D" cabin and ALP was looking towards incoming train No. 22846, and heed no attention to the aspect of S-85, resulting in SPAD at intermediate Starter S-85, which was located on RHS side.

To overcome the problem, there is a need to sensitize the loco running Staff through counseling/monitoring to prevent SPAD. Hence, in continuation to the ongoing SPAD drive issued vide letter under reference, it is decided to extend the SPAD safety drive for another 15 days.

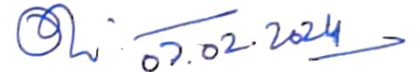
In addition to measures issued vide letter under reference, Loco running staff to be counseled on following items also:

1. After passing Yellow signal, crew should be more alert up to next signal.
2. ALP should call out the signal aspect repeatedly with hand gesture, till the train stops at adequate distance from RED signal.
3. Both LP and ALP should not be engaged in any other work, if they are approaching the RED signal.
4. RHS/Vulnerable signal booklet to be available and should be in open condition on desk in front of ALP.
5. Counseling of 100% loco running staff to ascertain their knowledge regarding location of RHS signals and all critical signals.
6. Crew to run at appropriate speed as per signal aspect.

7. Controlling of the train, whenever signals are not visible, due to train passing on adjacent line.
8. Proper Road learning of all sections/yards.
9. Eliminate shortcut methods during train operations.

Ambush checks for ensuring above also to be carried out. All staff must be covered during the drive. Compliance of the above instruction may be ensured and report to be submitted in the following format:

1. No. of staff counseled (cadre wise):
2. No. of CLIs/Officers associated in drive:
3. No. of ambush check carried out during drive:
4. No. of irregularities noticed during drive:
5. Action taken to rectify irregularities:

 07.02.2024

(H.M. Sharma)
Chief Electrical Engineer (OP)

Copy to: PCEE, PCSO: For information please