

मध्य रेल



प्रधान कार्यालय ,बिजली शाखा
दूसरा माला,पार्सल बिल्डिंग ,
मुंबई छ.शि.म.ट. 400001.

L.253.AC.CELE Inst.

Date: 21.02.2023.

CELE Instruction No. 02/2023**Sr. DEE TRO/CSMT, BSL, NGP****Sr.DME OP/PA****DME OP/SUR**

Sub: Prevention of SPAD.

Following steps to be taken immediately in addition with other measures already being taken for prevention of SPAD in accordance with Rly. Bd. and HQ's instructions.

1. Arranging safety seminar every month in each lobby of running staff with participation of supervisors of other departments concerned with train operation for redressal of running staff grievances regarding train operation. Minutes of these seminars and compliance to be maintained.
2. Arranging running staff family seminars every six months to sensitize them regarding importance of rest and mental wellbeing of running staff. Efforts to be made that every running staff member's family attends such seminar.
3. Animated presentation of every SPAD case over Indian Railways to be shown to running staff during lobby counselling and SPAD cases on the Zonal Railways should be discussed in the training centers for awareness.
4. Quiz on peculiarity of various yard and station movements to be prepared and knowledge of running staff to be tested during lobby counselling.
5. Various skits on prevention of SPAD prepared by other railways to be shown to running staff during lobby counselling.
6. Stickers with slogans of prevention of SPAD measures to be pasted on LP Diary, TSD and in loco cab also.
7. Arranging one-day meditation courses during various training courses with the help of organizations like Brahmakumaris, Vipassana.
8. Pune Division has in-house developed "NO SPAD" Google based App for educating loco running staff and also created App based model of D1/RS valve to mark ALPs reaction time in opening D1/RS valve on sighting Green signal turning to Red. This is an effective tool in checking reaction time of ALPs to prevent SPAD. This type of App and App based D1/RS valve model is fitted in Pune Combined Crew Booking Lobby. This is an effective tool for CLIs counselling and judging attentiveness and reaction time of ALPs. Such "NO SPAD" App shall be developed by all Divisions and model of D1/RS valve shall be fitted at every lobby.
9. CVVRS analysis to be done regularly in the format enclosed as Annexure A & B and erring crew should be taken up.

10. List of habitual offenders and overconfident crew shall be identified by controlling Officers/CLIs during foot plate. Ambush checks on such crew should be conducted to assess improvement and if not, crew shall suitably be warned or taken up.
11. Counselling of crew shall be done in the cases where inter signal distance is more than usual to concentrate on location of the coming signal and to keep his train under control if previous signal is passed at Yellow.
12. If crew has not worked in section from long time and even if his LRD is valid, his knowledge may be tested by CLI present at that time in lobby before booking him in that particular direction.
13. Wide ranging Ambush checks from booking lobby, foot plating to running room shall be conducted and crew wise deficiencies shall be consolidated on monthly basis. All deficiencies noted during ambush checks shall be tabulated to find repeater offenders and their nominated CLIs. Crew found during ambush checks shall be counselled and warned for first time. If no improvement is noticed after counselling/warning, then erring crew shall be taken up.
14. During LRD, CLI should accompany one-night trip compulsory.
15. All Divisions should have at least 1 Speed gun for ambush checks for speed.
16. All loco sheds must ensure that rotary type RS valve should have direction of rotation painted with an arrow. This should be completed within one week.
17. Every CLI must prepare LP wise deficiencies noticed during ambush checks pertaining to SPAD in the format enclosed as Annexure C.
18. Every Sr.DEE TRO/Sr.DME/OR/DME/OP must have CLI wise list of deficiencies found out in the format enclosed as Annexure D.

This is for immediate implementation at your end.



(Shalabh Goel)

Chief Electrical Loco Engineer

- c/- **PCEE/CR**: For kind information, please.
- c/- **DRM/CSMT, BSL, NGP, SUR & PA**: For kind information.
- c/- **Sr.DEE/TRS/KYN, BSL, AQ** : For n.a. on item No.16.

2/2

Annexure A

CVVRS analysis report by CLI (Main Line)

Date: _____ Train No.: _____ Unit No.: _____

LP Name: _____ HQ: _____ S/cat: _____

ALP Name: _____ HQ: _____

Loco No.: _____ type: _____ base: _____ Section: _____

Station: From _____ To _____ Time: From _____ To _____

SN	Observation	Yes/No
1.	Whether keeping necessary personal store items on desk.	
2.	Whether conducted Brake Continuity Test before starting from initial station and after attachment or detachment of vehicles.	
3.	Whether Assistant Loco Pilot calling out the correct aspect of signals with hand gesture along with signal name/ number and train speed loudly and Loco Pilot acknowledging the same. Also calling out/acknowledging next halts, TSRs/PSRs/Neutral Section locations enroute.	
4.	Whether conducted Brake feel test/Brake power test at first opportunity.	
5.	Whether Loco Pilot reducing speed proportionately in case signal aspect is restrictive and not presuming the aspect of next signal.	
6.	Whether Assistant Loco Pilot keeping hand on emergency brakes D-1 pilot/ RS valve when passing Yellow signal and opening D-1 pilot/ RS valve in case Loco Pilot is not vigilant.	
7.	Whether Crew not using walkie-talkie to get information about signal aspect or other operational instructions from station staff during train operation.	
8.	Whether whistling at W and WL boards, while running through stations & at trespassing locations.	
9.	Whether putting Reverser/Direction Switch & PBC/Throttle in Neutral position when halted at Red signal.	
10.	Whether Crew being vigilant and focussing only on safe train operation and not discussing personal problems/ un-necessary talk during train operation.	
11.	Whether Crew ensuring proper signal for their train is taken OFF/ authority received before starting the train and observing the aspect till passing the signal.	
12.	Whether Loco Pilots not using mobile phones while on run. Foot plating officers/ Supervisors should also not using mobile phone.	
13.	Whether Safety devices like VCD not isolated on line by crew and acknowledging VCD warning in time.	
14.	Whether Loco Pilot bringing MP to '0' (zero) notch before applying of A9 & SA9.	
15.	Whether collecting personal store items before reaching destination.	

Date: _____

(_____)

Name & signature of CLI

Annexure B

CVVRS analysis report by CLI (Suburban)

Date: _____ Train No.: _____ Unit No.: _____

D'cab: _____ M/man Name: _____ HQ: _____ Saf. cat.: _____

Section: _____ Station: From _____ To _____

Time: From _____ To _____

SN	Observation	Yes/No
1.	Whether conducted Brake Continuity test on stabled rake ex. Siding/carshed/station.	
2.	Whether keeping necessary personal store items on desk.	
3.	Whether calling out of signal aspects loudly & properly. Also calling out/acknowledging next halts, TSRs/PSRs/Neutral Section locations enroute.	
4.	Whether conducted Brake feel test/Brake power test at first opportunity.	
5.	Whether acknowledging AWS warning in time through Vigilance button and reducing speed accordingly.	
6.	Whether switching ON Audio Visual Buzzer after passing Yellow signal except before Terminating Station & if EMU halt board is before next signal.	
7.	Whether sounding horn at W and WL boards, while running through stations & at trespassing locations.	
8.	Whether putting Reverser/Direction Switch & PBC/Throttle in Neutral position when halted at Red signal.	
9.	Whether used mobile phone during train in motion.	
10.	Whether acknowledging AWS warning in time through Vigilance button.	
11.	Whether sounding horn at W and WL boards, while running through stations & at trespassing locations.	
12.	Whether exchanging beats when starting, Running through stations & at other occasions as per S.R. 4.51-1 Bell Code signals with Train Manager correctly.	
13.	Whether engaging in other activities like chitchatting, eating etc.	
14.	Whether putting Reverser/Direction Switch & PBC/Throttle in Neutral position when halted at Red signal.	
15.	Whether collecting personal store items before reaching destination	

Date: _____

(_____)

Name & signature of CLI



DIVISION:

NAME OF CLI:

LOCO PILOT WISE MONITORING BY CLI FOR DEFICIENCIES PERTAINING TO SPAD

SN	ITEMS	NAME OF CREW-1	NAME OF CREW-2
1	REPORTING RT FOR DUTY			
2	KEEPING MOBILE IN SWITCH OFF MODE & KEEPING IN LINE BAG			
3	CONDUCTING BRAKE FEEL TEST			
4	CONDUCTING BRAKE POWER TEST			
5	UNDERGOING BA TEST/SIGNING SELF DECLARATION			
6	CALLING OUT SIGNALS			
7	CALLING OUT SIGNAL ASPECTS CORRECTLY			
8	CALLING OUT SIGNAL ASPECTS LOUDLY & CLEARLY			
9	CALLING OUT SIGNAL ASPECTS WITH HAND GESTURE			
10	CALLING OUT SIGNALS WITH NUMBERS/TYPE			
11	CALLING OUT & OBSERVING TSR/PSR CORRECTLY			
12	EXCHANGING SIGNALS WITH ADJ. LINE TRAINS & STATION STAFF			
13	FOLLOWING BRAKING/SPEED GUIDELINES FOR BMBS RAKES			
14	PASSING PERMISSIBLE/NON PERMISSIBLE SIGNALS ON AUTH			
15	WHISTLING AT LX GATES/RUN THROUGH STATIONS			
16	SPEED WHILE PASSING YELLOW SIGNAL			
17	SWITCHING ON AUDIO-VISUAL BUZZER ON YELLOW			
18	NOT PACKING PERSONAL BELONGINGS BEFORE REACHING DESTINATION			
19	AVAILABLE IN R.ROOM DURING REST PERIOD			
20	TAKING PROPER REST IN R.ROOM			
21	NOT USING MOBILE PHONE WHILE ON BED			
22	ALP KEEPING HAND ON RS VALVE WHILE PASSING YELLOW/APPROACHING RED SIGNAL			
23	ALP's REACTION TIME FOR RS VALVE OPERATION IN LOBBY			

2/4

DIVISION:

MONITORING OF CLIs

CLI WISE DATA OF SPAD PERTAINING DEFICIENCIES FOUND BY CLI DURING AMBUSH IN THE MONTH OF

SN	ITEMS	NAME OF CREW-1	NAME OF CREW-2
		NO. OF DEFICIENCIES	NO. OF DEFICIENCIES
1	REPORTING RT FOR DUTY			
2	KEEPING MOBILE IN SWITCH OFF MODE & KEEPING IN LINE BAG			
3	CONDUCTING BRAKE FEEL TEST			
4	CONDUCTING BRAKE POWER TEST			
5	UNDERGOING BA TEST/SIGNING SELF DECLARATION			
6	CALLING OUT SIGNALS			
7	CALLING OUT SIGNAL ASPECTS CORRECTLY			
8	CALLING OUT SIGNAL ASPECTS LOUDLY & CLEARLY			
9	CALLING OUT SIGNAL ASPECTS WITH HAND GESTURE			
10	CALLING OUT SIGNALS WITH NUMBERS/TYPE			
11	CALLING OUT & OBSERVING TSR/PSR CORRECTLY			
12	EXCHANGING SIGNALS WITH ADJ. LINE TRAINS & STATION STAFF			
13	FOLLOWING BRAKING/SPEED GUIDELINES FOR BMBS RAKES			
14	PASSING PERMISSIBLE/NON PERMISSIBLE SIGNALS ON AUTH			
15	WHISTLING AT LX GATES/RUN THROUGH STATIONS			
16	SPEED WHILE PASSING YELLOW SIGNAL			
17	SWITCHING ON AUDIO-VISUAL BUZZER ON YELLOW			
18	NOT PACKING PERSONAL BELONGINGS BEFORE REACHING DESTINATION			
19	AVAILABLE IN R.ROOM DURING REST PERIOD			
20	TAKING PROPER REST IN R.ROOM			
21	NOT USING MOBILE PHONE WHILE ON BED			
22	ALP KEEPING HAND ON RS VALVE WHILE PASSING YELLOW/APPROACHING RED SIGNAL			
23	ALP's REACTION TIME FOR RS VALVE OPERATION IN LOBBY			