



CEE/OP Instruction 06/2024

No. L..102.LG.5.SAFETY/ACCIDENT(31)

Date: 08.03.2024

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

**Sub:** Recommendations of JAG Committee related to SPAD case in NGP division  
**Ref:** JAG Officers enquiry report related to SPAD at NGP by SECR crew while working Train No. 12809 Express on 06.02.2024

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

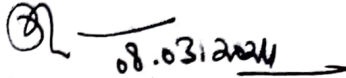
Train No. 12809 Express (CSMT-HWH) with loco No. 37011/WAP7/TATA arrived on PF-06 at Nagpur station at 11:35 Hrs. SECR Crew of NGP lobby took over charge and started at 11:41 hrs as departure signal i.e. Starter signal S-71 was taken off. Train was supposed to stop at intermediate Starter S-85 (RHS), 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.

JAG Committee has investigated subject mentioned SPAD case and has given recommendations as below:

- (i) Wherever CVRS is provided in the locos, it's detailed analysis shall be done by the CLI and any irregularities shall be brought into the notice of NLI, who in-turn will communicate to concerned crew and TRO officers for necessary action.
- (ii) Meticulous counseling of LP/ALP by nominated LI.
- (iii) The counseling should cover the information as under-
  - a) Engineman-ship, Driving Skills etc.
  - b) Calling Out of signal loudly with Hand Gesture.
  - c) Whistling habit of crew.
  - d) Awareness of recent safety instructions.
  - e) Any irregularities noticed on the part of LP/ALP and reporting of the same to concerned authority, without fail.
  - f) CLI should record the remarks regarding any lapses noticed during monitoring and cross check about the rectification of the same.
  - g) Good work done by crew may also be written in performance book and CLI diary, to motivate the crew.
- (iv) Divisional TRO officers and power officers should scrutinize CLI's Diary regularly and should offer their remark in CLI diaries.
- (v) LI should also counsel about conducting BFT & BPT and monitor them closely through SPM analysis.

- (vi) At every crew lobby, simulator of RS flap valve should be provided and ALP should conduct hands on job training before signing ON, signing OFF.
- (vii) There should be facility of SPM analysis at crew lobby and NLI should explain regarding irregularities noticed during SPM analysis to their nominated LP/ALP regularly.
- (viii) CLI should footplate on line for full beat.
- (ix) The calling out of signal aspect with their identification to be ensured.
- (x) Simulation training should be given to LPs with different types of modules of unforeseen conditions that may occur in the real train working.
- (xi) Surprise inspections of other Divisional/ Zonal crew by local CLIs and reporting any irregularity to their controlling officers.

Divisions are advised to follow the recommendations and compliance of the same may be forwarded to this office.

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