

संरक्षा अभियान 2023-24/18

मध्य रेल



मंडल रेल प्रबंधक कार्यालय,
संरक्षा विभाग, नागपुर.

संख्या:NGP/SFT.101.Z/SD/RB/2023-24/18

दिनांक: 13.01.2024

Sr.DEE(TRO), Sr.DEE(TRS), Sr.DEE(TRD), Sr.DEE(G), Sr.DME, Sr.DSTE, Sr.DOM,
Sr.DCM, Sr.DFM, Sr.DEN(Co), Sr.DEN(N), Sr.DEN(S), Sr.DEN(Ctl), Sr.DMM,
Sr.DPO/NGP

विषय: Railway Board's Intensive Safety Drive to prevent SPAD.

संदर्भ: 1. RB's letter No 2023/Safety (Imp)/3/10/2 dated 11.01.2024.
2. PCSO/CR letter No. SFT//RB-Drive/2024/SPAD dated 11.01.2024.

With reference to above letters (copy enclosed), Railway Board has called for strengthen alertness and enforcement of practice and protocols in train operations. Towards this a two week-long Intensive Safety Drive to prevent SPAD is being launched on the division from 15.01.2024 to 29.01.2024 involving all Officers and Supervisors of Electrical, Mechanical, S&T, Operating, Commercial, Finance, Engineering, Store, Personnel and Safety departments.

Comprehensive checklist issued by HQ is enclosed herewith for ready reference. All officers associated with the safety drive are advised to check these aspects during the safety drive (Annexure-I) and data to be filled up in the Google sheet immediately after completion of inspections.

Deficiencies/irregularities noticed by the inspecting officials during this drive need be reported to concerned department for immediate compliance.

Google link:

<https://docs.google.com/spreadsheets/d/1vcotRpe9qjca3BpOVuzCW7D8G1WDkP1ALHPxO7dmlpE/edit?usp=sharing>

संलग्नक: यथोक्त.

विजय पाण्डेय
13.01.24
(विजय कुमार पाण्डेय)

वरिष्ठ मंडल संरक्षा अधिकारी, नागपुर

प्रतिलिपि: मंडल रेल प्रबंधक/अपर मंडल रेल प्रबंधक (Admin) एवं (Tech) नागपुर को
सूचनार्थ प्रस्तुत.



CENTRAL RAILWAY

प्रधान मुख्य संरक्षा अधिकारी का कार्यालय
छत्रपती शिवाजी महाराज टर्मिनस,
पिन- 400001, फोन नं - 55590



मध्य रेल

Office of the Principal Chief Safety Officer
Chhatrapati Shivaji Maharaj Terminus
Mumbai 400001, Phone No :55590

No. SFT//RB-Drive/ 2024/ SPAD

Date: 12.01.2024

PCEE, PCME, PCSTE, PCOM, PCE, PCCM, CAO/C, PCMM, PFA, PCPO.

All DRMs.

Sub:- RB's Intensive Safety Drive to prevent SPAD.

Ref:- RB's L No. 2023/ Safety (IMP)/3/10/2 Dated 11.01.2024

Railway Board, vide above referred letter has advised to launch a safety drive of 2 weeks from 15.01.2024 to 29.01.2024 **involving officers (Divisional and Headquarters) of all department and Supervisors.**

Comprehensive checklist is enclosed herewith for ready reference. All Officers and Supervisors associated with safety drive may be advised to check aspects during the safety drive as per the check list (**Annexure- I**) provided and data to be filled up in the Google sheet **immediately** after completion of inspections.

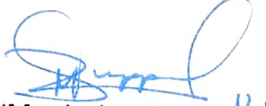
During drive, divisions to comply with the deficiencies.

HQ/Divisions to send the weekly progress and action taken report in the form as per **Annexure- II** attached in Google sheet by 30.01.2024.

Google link.

<https://docs.google.com/spreadsheets/d/1vcotRpe9qjca3BpOVuzCW7D8G1WDkP1ALHPxO7dmlpE/edit?usp=sharing>

Encls: As above.


(Maninder Uppal) 12.1.24
PCSO/CR

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

No. 2023/Safety(1mp)/3/10/2

New Delhi, dated 11-01-2024

General Managers
All Zonal Railways

Managing Directors
KRCL
DFCCIL

Sub: Intensive Safety Drive

Recent spate of SPADs and accidents call for resolve to strengthen alertness and enforcement of laid down practices and protocols in train operations. Towards this, an Intensive Safety Drive of 2-weeks is to be launched immediately from 15-01-2024 to 29-01-2024, involving officers at all levels. Special emphasis is to be given to following aspects during the Drive:

- i. Footplate inspections, especially during night hours.
- ii. Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LP/ ALP is using mobile phone while on run.
- iii. Checking CVVRS recordings, where available, for the above to identify and counsel erring LPs/ALPs
- iv. Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.
- v. Following all speed restrictions meticulously.
- vi. Monitoring of crew's braking technique for different types of load
- vii. Following of prescribed speed restrictions for BMBS rakes
- viii. Checking for any medical condition, medications (prescribed by both Railway and Private doctors) that may affect train driving
- ix. Checking for foot plating of full beat by assigned loco inspectors
- x. Family counseling sessions being organized, their quality and attendance therein
- xi. Road learning of track machine operators and tower wagon operators, and their competency certificates
- xii. Checking of crew links where adequate rest is not built in practically
- xiii. Thorough intensive inspection of crew lobbies; checking manual booking of crew - frequency and reasons
- xiv. Monitoring that unusuals reported by crew are addressed quickly

3/10/2

- xv. Checking that genuine grievances of crew are addressed promptly
- xvi. Thorough intensive inspection of running rooms; quality of rest availed by LP/ ALP in Running rooms & Headquarters
- xvii. Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses.
- xviii. Ensuring that LP/ ALP have understood and acknowledged all circulars timely.
- xix. Quality and effectiveness of modification of Emergency brake valves in locomotives
- xx. Special monitoring of train driving in one-train-only sections, where such working is in practice, by checking of loco SPM records for proper stopping, etc.
- xxi. Signal sighting issues, Caution indicators, Sigma Boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal, and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate.
- xxii. Proper signal exchange
- xxiii. Provision and proper working of FogPASS devices in regions affected by fog
- xxiv. Lookout of any poor worksite protection, possible infringement by stray material, vehicle - especially careless cases where infringement was saved by very narrow margins/ providentially.

Weekly progress of the drive must be uploaded on SMDMS and emailed to safetyimp46@gmail.com and edeesafety@gmail.com.

3 (Utkarsh)
11-01-2024

(उत्कर्ष)
(Utkarsh)
कार्यकारी निदेशक यां इं/संरक्षा
Executive Director ME/Safety
फोन/ Phone: 011-23047428

PCSOs of All Zonal Railways
CSOs, KRCL & DFCCIL

S N	RB Intensive Safety drive Drive to prevent SPAD cases Ref:- RB L No. 2023/safety(IMP)/3/10/2 Dt 11.01.24 Period- 15.01.24 to 29.01.24 Check list-	Yes/ No
1	Whether all major section being covered in night foot plate inspection daily ?	
2	Ambush chwk- Whether the running staff is calling out of signals loudly and clearly by LP and ALP?	
3	Ambush check- While passing the signal at yellow, whether ALP is holding the RS valve to operate to stop before the next signal in case it is "ON"?	
4	Ambush check of running staff to check the use of mobile phone while on run?	
5	CVVRS-	
5a	Whether CVVRS is provided in the loco ?	
5b	Whether any abnormalities noticed in CVVRS recording?	
6	Whether in automatic signaling territory, the crew has followed the protocol for passing the 'A' marker auto signal at ON ?	
6a	Whether the train stopped and crew waited for 1 minute in day and 2 minute in night ?	
6b	Whether the crew has observed speed stipulation of 15 kmph on straight road when visibility is clear and 10 kmph on curve , fog, or other causes when line ahead cannot be seen clearly, upto the next signal are short of any obstructions?	
7	Whether LP observed all speed restrictions meticulously ?	
8	Whether the LPs have adequate braking techniques for different types of load?	
9	Whether SPM analysis as per SUR model is being done or not?	
9a	How many crew detected for poor controlling?	
9b	How many crew detected for over speeding ?	
9c	How many crew detected for sudden application of brake ?	
9d	How many crew detected for Brake power test/ Brake feel test not done ?	
9e	Whether all above crew counselled by LI or not?	
10	At terminal station -	
10a	Whether any crew found busy in packing of their bags at terminal station ?	
10b	Whether at the terminal station till the train stop at the final stop signal the crew was alert or not	
11	Whether both the crews is having legitimate and correct data of speed restriction for goods train having BMBS wagon?	
12	Whether crew is taking any medicine which will affect safety in train operation?	
13	Whether the nominated Loco inspector footplated with his crew for the full beat as per norms -- ?	
13a	Safety categorised crew "A" - Once in 3 month.	
13b	Safety categorised crew "B" - Once in 2month.	
13c	Safety categorised crew "A" - Every month.	
14	Whether family counselling is being done in all lobies ?	
14a	Total crew strength of lobby --	
14b	No of families attended the family counselling with crew in last 3 month.	

15	Whether Track Machine operators , tower wagon drivers are given proper LRD under the supervision of CLI and record in this regard is maintained?	
16	Whether proper performance book along with competency certificate is maintained by Track machine operator and Tower wagon driver?	
17	Whether any crew links has practically inadequate rest?	
17a	At HQ minimum 16 hrs--	
17b	At outstation - minimum 8 hrs -	
18	Whether the LPs and ALPs are given adequate outstation rest as stipulated?	
19	Whether detailed and intensive inspection of crew lobbies at officers' level is conducted? No and details of discrepancies noticed during insp of -	
19a	Crew Lobby -	
19b	Running Room -	
20	Whether LP reported abnormalities attended quickly and SMS sent to him after its compliance?	
21	Whether genuine grievances of crew are addressed promptly?	
22	Whether thorough intensive inspection of running room, Quality of rest availed LP/ ALP in running room & HQ?	
23	Whether proper LRD and competency available with crew for particular types of train and overdue for training / courses?	
24	Whether the list of vulnerable signals having visibility issues, RHS signals etc in the section is available with Track Machine operators, UTV drivers, tower wagon drivers and train crew?	
25	Whether crew found overdue for PME/Refresher/Automatic competency ?	
26	Whether LPs/ALPs are able to write signal numbers in their LRD section?	
27	Whether LP/ ALP have understood and acknowledged all circulars timely?	
28	Whether Quality and effectiveness of modification of Emergency brake valves in locomotives is satisfactory ?	
29	Whether special monitoring of train driving in one- train only sections , whether such work is in practice by checking of loco SPM records for proper stopping ?	
30	Whether there was any signal sighting issues for Caution indicator, Sigma boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal are specifically checked, identified and observed during footplate?	
31	Whether LP/ALP exchange signal properly?	
32	Whether provision and proper working of Fog pass devices in regions affected by fog ?	
33	Whether Crew is being Lookout and alert for any poor worksite protection, possible infringement by stray material, vehicle - especially careless cases where infringement was saved by very narrow margins/ providentially?	
34	Whether RDSO approved tail lamp is being used or not	
35	Whether any unusual observed by crew during run?	