

## संरक्षा अभियान 2023-24/12

मध्य रेल



मंडल रेल प्रबंधक कार्यालय,  
संरक्षा विभाग, नागपुर.

संख्या:NGP/SFT.101.Z/SD/RB/2023-24/13

दिनांक: 31.10.2023

Sr.DEE(TRD), Sr.DEE(TRO), Sr.DEE(TRS), 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)/3/10/1 dated 30.10.2023.

2. PCSO/CR letter No. SFT//RB-Drive/2023/SPAD dated 31.10.2023.

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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 31.10.2023 to 14.11.2023 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/19hxJl8pld\\_RBKjjSPgw-9oq8DpOK6IwmckTLD6Evj3E/edit?usp=sharing](https://docs.google.com/spreadsheets/d/19hxJl8pld_RBKjjSPgw-9oq8DpOK6IwmckTLD6Evj3E/edit?usp=sharing)

संलग्नक: यथोक्त.

विजय पाण्डेय 31.10.23  
(विजय कुमार पाण्डेय)

वरिष्ठ मंडल संरक्षा अधिकारी, नागपुर

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



SN	RB Intensive Safety Drive on SPAD (From 31.10.2023 to 14.10.2023)
1	Whether all major section being covered in night foot plate inspection daily?
2	Whether the running staff is <b>calling out of signals</b> loudly and clearly by LP and ALP?
3	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 <b>mobile phone while on run</b> .
5	Whether the LPs have skill to control his train on yellow signal and train control in gradients so as to stop promptly before <b>red signal in automatic block system</b> .
6	Whether the LPs have adequate <b>braking techniques</b> for different types of loads.
7	Whether LP/ALP exchange signal properly. Whether ALP is putting his <b>hand on RS valve</b> after passing single yellow signal
8	Whether LP observed all <b>speed restrictions</b> meticulously?
9	Whether Quality and effectiveness of <b>modification of Emergency brake valves</b> in locomotives checked?
10	Whether crew have any <b>medical issues</b> that may affect train driving? Whether crew has attended <b>family counselling</b> session with his family?
11	Whether there were any <b>signal sighting issues</b> for RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal are specifically checked and observed during footplate?
12	Whether LPs/ALPs are familiar with <b>Right Hand Side/critical location Signal</b> aspects correctly.
13	Whether the LPs are following prescribed speed restrictions for goods trains having more than <b>50 % BMBS</b> in the rake?
14	Whether LPs/ALPs are able to draw signal locations in the block section correctly in which they have been imparted <b>LRD</b> .
15	Whether Loco running staff <b>sign ON/OFF</b> through CMS during LRD.
16	Whether LPs/ALPs are able to write <b>signal numbers</b> in their LRD section. Whether station yard layouts prepared by LPs/ALPs have been counter signed by Lobby In-charge/CCOR and concerned Officer.
17	Whether any abnormalities noticed in <b>CVVRS recording</b> ?
18	Whether any <b>crew links</b> has practically inadequate rest?
19	Whether <b>LP &amp; ALP can draw all the midsection signal-interlock LC gate signal, IBS signal and automatic signal</b> in his entire sectional beat?
20	Whether the LP/ALP is clearly aware of the <b>procedure to be followed while passing automatic signal at ON</b> ?
21	Whether <b>local make flasher tail lamp</b> is used by the Train Manager?
22	Whether <b>SPM Analysis</b> being done regularly? a No. of SPM analysis regarding controlling of train in automatic block section? b Whether <b>poor controlling observed during the SPM analysis</b> ? c No. of poor controlling of trains by LP/ALP?
23	Whether genuine <b>grievances of crew</b> are addressed promptly?
24	Whether the LPs and ALPs are given adequate <b>outstation rest</b> as stipulated?
25	Whether <b>family counselling</b> being done in all lobbies?
26	Whether crew has attended <b>family counselling</b> session with his family?
27	Whether detailed and intensive inspection of <b>crew lobbies</b> at officers' level is conducted?



28	Whether the counseling of all <b>loco inspectors</b> at officers' level is carried out?
29	Whether LP/ ALP have understood and <b>acknowledged all circulars</b> timely?
30	Whether it is being ensured that those who have not done road learning of a section, including its stations as per rules, are not deputed in that section?
31	Whether <b>surprise tests of LPs/ALPs</b> are being conducted to check their knowledge of the allotted sections?
32	Whether <b>Track Machine operators</b> , UTV drivers, tower wagon drivers are given proper LRD under the supervision of CLI and record in this regard is maintained.
33	Whether the <b>performance book along with competency certificate</b> is maintained by UTV driver, Track machine operator and Tower wagon driver?
34	Whether the <b>list of signals</b> is available with Track Machine operators, UTV drivers, tower wagon drivers.
35	Whether the LPs are stopping their trains finally at the foot of the signal?
36	Whether crew found overdue for <b>PME/Refresher/Automatic competency</b> ?
37	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?
38	Whether any unusual observed by crew during run?



## 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/ 2023/ SPAD

Date: 31.10.2023

**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/ 1 Dated 30.10.23

Railway Board, vide above referred letter has advised to launch a safety drive for the month from 31.10.2023 to 14.11.2023 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.

After completion of the drive on 14.11.2023, HQ/Divisions to send the Action taken report in the form as per **Annexure- II** attached in Google sheet by 15.11.2023.

Google link.

[https://docs.google.com/spreadsheets/d/19hxJl8pld\\_RBKjjSPgw-9oq8DpOK6lwmckTLD6Evj3E/edit?usp=sharing](https://docs.google.com/spreadsheets/d/19hxJl8pld_RBKjjSPgw-9oq8DpOK6lwmckTLD6Evj3E/edit?usp=sharing)

Encls: As above.

  
(Maninder Uppal)  
PCSO/CR



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

No. 2023/Safety(Imp)/3/10/1

New Delhi, dated 30-10-2023

**General Managers  
All Zonal Railways**

**Managing Directors  
KRCL  
DFCCIL**

**Sub: Intensive Safety Drive**

Recent cases 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 31-10-2023 to 14-11-2023, 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 footplating of full beat by assigned loco inspectors
- x. Family counselling sessions being organised, 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
- 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. 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 [safetyimp345@gmail.com](mailto:safetyimp345@gmail.com)

30.10.23  
(Amit Varadan)  
PED/Safety

**PCSOs of All Zonal Railways  
CSOs, KRCL & DFCCIL**