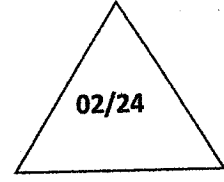


NORTH WESTERN RAILWAY

मंडल संरक्षा अभियान सं.02/2024



**DIVISIONAL SAFETY OFFICE
JODHPUR**

Dated 14.02.2024

Letter No. 1AT/Safety/ SD-02/JU/2024

Sr.DOM
Sr.DSTE
Sr.DME/P
Sr.DME/Dsl./BGKT
Sr.DEE/TRD
Sr.DEN/ALL

Sub.: SPAD की घटनाओं की रोकथाम हेतु मंडल स्तर की संरक्षा अभियान सं.02/2024.

Ref.- RB Letter No. 2010/M(L)/466/7101, Dated-22.08.2017.

दिनांक 05.02.2024 को गाडी सं. 14704 (LGH-JSM Exp.) के लोको पायलट द्वारा AQG स्टेशन के S-31 (स्टार्टर सिग्नल) को लाल अवस्था में पार करने की घटना घटित हुई। उपरोक्त घटना की पुनरावृत्ति रोकने हेतु मंडल स्तर विषय पर दिनांक 15.02.2024 से 29.02.2024 तक 15 दिनों के लिए संरक्षा अभियान सं.02/2024 चलाया जा रहा है। उक्त संरक्षा अभियान की अनुपालना रिपोर्ट इस कार्यालय को 01.03.24 तक संलग्न प्रफोर्मा में उपलब्ध करायी जाये ताकि मुख्यालय को संकलित कर समय पर भेजी जा सके।

Date	Designation of inspecting official	Grade (JS/SS/JA G/SAG)	Location where check conducted	Deficiencies/ irregularities noticed	Action taken	PDC

कृपया इसकी अनुपालना सुनिश्चित करें।

DA: As above

वरि. मंडल संरक्षा अधिकारी
उत्तर पश्चिम रेलवे, जोधपुर

प्रतिलिपि- DRM/JU, ADRM/OP/JU for kind information

New Delhi, dated : 22.08.2017

No. 2010/M(L)/466/7101

The General Manager (Elect),
All Zonal Railways
(including Metro Rail, Kolkata and KRCL, Mumbai)

Sub : Prevention of accidents and SPAD incidences.

In the recent derailment of Train number 18477 (Utkal Express) on 19.08.17 at Khatauli of DLI division of NR, significant lives have been lost and image of Railways has been tarnished in public. It is essential therefore that each and every possible measure should be taken to step up the safety, duly giving importance to every area related to train operation and Loco maintenance.

Accordingly, instructions with regard to Train Operation and Loco Maintenance already issued from Board are reiterated and renewed efforts should be given to the following issues for attaining the 'Zero Accident' regime:

A. During Train Operation.

- (i) Crew to ensure that proper signal(s) for their train is taken OFF/ authority received, before starting the train.
- (ii) Running staff should not to use walkie-talkies to get information about signal aspect or other operational instructions from stations staff.
- (iii) Loco Pilot (LP) should conduct brake continuity, brake feel & brake power of the train as prescribed.
- (iv) Asst. Loco Pilots (ALP) should call out signal with Hand Gesture. Calling out of signal name/ number and train speed along with aspect loudly by ALP & LP should acknowledge the same.
- (v) ALPs should apply emergency brakes by opening of D1 pilot/ RS valve in case LP is not vigilant or not reacting according to signal aspect.
- (vi) Loco pilots should not use mobile phones while on run. Random checking of call details of Crew while on duty with service providers is to be conducted and defaulters should be dealt with D&AR actions.
- (vii) During fog, when LP feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short any obstruction. 'FogPASS' device to be provided to all Crew working in Fog

affected areas
National Federation of Indian Railwaymen (N.F.I.R.)
3, Chelmsford Road, New Delhi.

No. II/34/Part 16

Dated: 24/08/2017

Copy forwarded to the General Secretaries of Zonal Unions of NFIR. Affiliates may give inputs on various items mentioned in Board's letter dated 22/08/2017 to the Federation for taking up the matter at the level of Railway Board.

(Dr. M. Raghavaiah)
General Secretary

- (viii) Ambush checks and extensive footplate inspection by officers and Loco Inspectors, particularly during night hours and in Automatic Signal territories shall be ensured.
- (ix) Railways should ensure that signal sighting committees go on line regularly and ensure that there is no obstruction to the visibility of signals during day or night.
- (x) In case of change in signal location due to doubling or construction works, running staff should be accompanied by LI/Safety counselors and the change of signal location be communicated well in advance through drivers' notice book at lobbies.
- (xi) Loco Pilots should be advised to stop the train at adequate distance before foot of signal when the same is at 'ON' position, so as to have clear view of signal from cab, subject to clearing of fouling mark.
- (xii) During abnormality, crew shall ensure proper protection of same/ adjacent line as per G&SR provisions.
- (xiii) Observance of any abnormal sound from rolling stock, loco, track, the cases of Flat wheels should be detected and reported promptly to Loco Controllers (TLC/PCR).
- (xiv) Running staff should be advised to avoid the tendency of packing their personal belongings while approaching the terminating station.
- (xv) Safety devices like VCD, AWS, etc should not be isolated on line by Crew. Strict action should be taken against LPs found isolating VCDs which are otherwise in working condition.
- (xvi) Procedures laid down for securing of vehicles/loads/trains/locomotives at stations and block sections shall be ensured by Crew.
- (xvii) Running staff should be counseled for use of loco whistle in accordance with the provisions of G&SR i.e. continuous whistling on approaching level crossing/tunnel/area of restricted visibility, curve, cutting etc. Also ensure that Whistle (W) boards and W/L boards are provided before curves/cuttings and before level crossing respectively as per prescribed instructions.

B. Loco Maintenance.

- (i) Checking of all Safety items of all Diesel/Electric locomotives and DEMUs/ EMUs at sheds/ out-pits with emphasis on intactness of load bearing parts, TM assembly, fittings in bogie, brake rigging, under frame & wheel assembly, working of VCD, AWS in EMU's, Headlights, Flasher lights and roof equipment etc. No loco shall be turned out from shed with defective Safety equipment.
- (ii) All locomotives should be turned out from sheds with proper checking and super-checking by Senior Supervisors / Officers. Zero tolerance on quality of inspections and maintenance of assets.

- (iii) All Bogie and brake rigging equipment should be maintained in good fettle, no isolation from shed shall be permitted.
- (iv) Ensuring proper Ultrasonic Testing of axles of all locos, DMUs/ EMUs, TM shaft etc. as per schedule as well as ensuring Ultrasonic Testing is done by trained supervisor only.
- (v) Wipers are in working condition should be ensured.
- (vi) All maintenance schedule attention/ periodicity must change items, checks and testing etc. shall be ensured by all sheds as per RDSO's guidelines. No overdue schedule loco shall be permitted to work trains. Latest modification/ Instructions of RDSO should be complied.

C. General Instructions.


- (i) Close monitoring of duty hours and periodical rests must be ensured. Ensure that all loco running staff booked to work trains have availed full rest as prescribed at home station and out station. CMS, wherever provided should be fully utilized. No under rest crew shall be booked for working trains except in emergency conditions.
- (ii) Breathalyser tests shall be conducted as prescribed, BA equipment shall be procured as per RDSO's specification only.
- (iii) Railways should give proper Learning Road (LR) to running staff and extend the LR period until staff is well conversant with the sections and confident to work independently.
- (ii) No running staff overdue for PME, Safety training, refresher course or any mandatory training should be booked on line.
- (iii) Increased interaction with family members of crew for bringing about an awareness of the need for proper rest at the home station.
- (iv) Whenever Crew visits training centers, Trainer should ensure that each and every crew is imparted adequate training to prevent SPAD. Entry in this regard in Competency book of crew must be done by the Trainer and in case of SPAD cases examined Trainer should also be held responsible.
- (v) Aptitude tests as prescribed shall be conducted for Crew.
- (vi) Pamphlets should be issued, in lines of safety bulletin, narrating accident cases and action to be taken by Crew to avoid such occurrences.
- (vii) Right powering needs to be ensured to avoid excessive wear of wheels & rails due to wheel slip, rail burnt & Equipment failures due to excess stress/forces on locomotives. For this, RDSO's revised Load tables may be incorporated in the WTT by Zonal Railways.
- (viii) Details of all incidents of safety cases on IR shall be collected from SIMS by all Railways, analyse the causes of failures and the same should be discussed in all Training Centers and crew counseled by nominated Loco Inspectors accordingly.

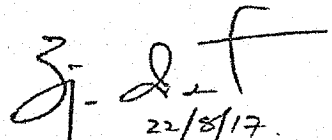
- (ix) Measurement of temperature of axle boxes and other vital equipment through infrared gun on arrival of electric locomotive at destination may be ensured.
- (x) Ensure joint checking of electric loco roof equipment including pantographs with TrD staff at sheds and trip sheds.

All Zonal Railways are advised to conduct a special drive for 15 days, on prevention of SPAD. Drive should cover all loco running staff and nominated Loco Inspectors must ensure that they cover all aspects of SPAD.

All Zonal Railways shall prepare their own Safety Action Plan based on the above and incorporating their own according to their local instructions/conditions.

Compliance of the above instructions shall be submitted to this office by 11.09.2017 for kind perusal of Board (MTR).


(Shailendra Kumar Singh)
Exec. Dir. Elect. Engg. (RS)
Railway Board


(Anupam Sharma)
Exec. Dir. Mech. Engg. (Traction)
Railway Board

Copy to : CMPEs/ CELEs of all Z.Rlys : For information and necessary action please.