

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

No. 2024/Safety/1/3/12

New Delhi, dated 16-11-2024

General Managers  
All Zonal Railways

Managing Directors  
KRCL  
DFCCIL

**Sub: One week SPAD Drive starting from 17.11.2024 to 23.11.2024. (Dn'weno/o)**

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 1-week is to be launched immediately from 17-11-2024 to 23-11-2024, 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 unusual reported by crew are addressed quickly

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- 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 fog-safe 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](mailto:safetyimp46@gmail.com) and [edeesafety@gmail.com](mailto:edeesafety@gmail.com) .

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16/11/2023  
(Ashok Kumar Nakra)  
ED/Safety/EE/RB

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