

EAST COAST RAILWAY

Office of the
Pr. Chief Safety Officer
Bhubaneswar
Dt:-13.06.2024.

No.ECoR/SFY/ 427

SAFETY CIRCULAR NO.:-7/2024

Sub: -Zonal safety circular to prevent SPAD cases, staff counseling and action to be taken after SPAD

- Ref: a. Railway board letter No-2022/Elect (TRS)/113/1(Safety Misc) Dtd 04.05.2022.
b. Accident Manual Para 10.10 & SR.3.77.03, 4.29.01, GR 6.11 & SR's there to, 17.04.03(iv), SR.17.09.01(5) (ii), SR 4.31.04.
c. ECoR JPO No. ECoR/EL/TRO/420/04 dtd -17.03.2023

There is an increasing trend of SPAD cases in IR as well as in ECoR. This is due to casual approach, ignorance to safety rules, presumption of signal aspects etc. Signal Passing at Danger (SPAD) is a potential threat to safe train operation. Many a times SPAD leads to accidents of Consequential in nature in terms of Collisions (Side/Rear/Head on) and derailment involving one or more trains which incurs heavy damage to Railway property, cause injuries/death and huge loss due to interruption to train services.

In order to inculcate awareness among field staff and to take necessary precautions for prevention of SPAD and action to be taken after SPAD; the following points are reiterated below for strict adherence.

A. LP & ALPs TO FOLLOW/ENSURE & CLIs TO ENSURE:

1. Proper Road learning of the section, major yards and have specific knowledge of signal location. Crew due for refresher and PME should be booked for completion. Same to be ensured by assigned CLI.
2. Not to consume any sedative drugs during on duty and eight hours prior to reporting for duty. Assigned CLI shall counsel the Crew and ensure the same.
3. Take proper rest at headquarter and running rooms. Not to indulge in unnecessary debates, use of mobile in running rooms. CLI/Ch.CC to ensure.
4. Conduct brake continuity test and brake feel test as per laid down procedure (SR 4.31.04) and Loco Pilot to inform about poor brake power/poor controlling of train to TLC/Section controller at first available opportunity and must record in CMS/Unusual register at the time of Sign off. Necessary feedback on action taken to be given to crew with acknowledgement to be ensured.
5. Mobile phone should not be used by Loco Pilots during run and shall be kept in his bag in switched off mode. This aspect shall be monitored by officers, supervisors during foot plate inspections or surprise random checks. Random CUG Call detail of LP to be analyzed periodically.
6. ALPs to be counseled by assigned CLI's for not keeping smart pone on driving desk or use while in train in motion. Popup alerts and sounds of various apps on smart phone may distract the attention of crew towards signals.
7. Walkie-talkies not to be used to get information about signal aspect or other operational instructions from stations staff.

8. ALP should not hesitate in applying emergency brake in case he finds any unusual and he feels that Loco Pilot is not alert.
9. ALPs to stand up and put right hand on emergency brake handle/RS valve while passing any signal at caution aspect, and repeat the upcoming danger signal continuously with speed till train stops at the foot of the danger signal.
10. Reduce the speed of train in case signal aspect is restrictive and not to presume aspect of next signal.
11. Call out signal aspect loudly and clearly with hand gesture (raising hand pointing towards signal) with name of signal & Station and must be acknowledged by LP by repeating the same. Right hand signal to be repeated so, specially. In Automatic section signals are called with signal number. If any signal is not visible that also to be called as "not visible to me" so that other person can be extra vigilant.
12. Noticing gradient markers, particularly during braking, is very critical for avoiding SPAD. This practice needs to be followed invariably and monitored by CLIs.
13. Stop the train at adequate distance (at least one loco length) before foot of signal at "on position" so as to clear view of signal from Cab, subject to clearing of fouling mark in yard.
14. Ensure proper signal(s) for their train is taken OFF/authority to proceed is received, before starting the train.
15. There are SPAD incidences where LP failed to stop before signal at 'On' position even at slow speed. Loco Pilots to use regenerative braking judiciously for spotting the train and to use train brake (A9) or loco brake (SA9-in case of light engine) at slower speed for appropriate control of train.
16. Refrain from the tendency of packing of personal belongings, writing log book, memo book on moving train while approaching Stop signal/Neutral section/terminating/crew relieving station.
17. Safety devices like VCD & AWS should not be isolated during run or en-route by Crew without getting an authorization to do so from power control/TLC in case situation warrants/malfunctioning and after that be vigilant & more cautious.
18. To check the validity of BPC, do the pressure continuity test when a stable load is cleared from yard or road side station in absence of C&W Staff as per OPTG. Manual Chapter 19.
19. In MEMU trains LP should observe platform entry speed less than 40 kmph and midsection platforms in 25 kmph.
20. LP's shall be advised to control the train at Sigma board and then draw the train slowly UP to the danger signal.
21. LP shall not allow unauthorized person(s) in the cab. Use of mobile by foot plate officials & interaction with crew to be restricted/ minimized/prohibited in order not to distract crew. Counseling should be done at lobbies or training centers only.
22. When signal is not visible due to any reason LP/Motormen should assume the most restrictive aspect of the signal.
23. Clear visibility of signal to crew in day and night should be ensured by Signal Sighting Committee and deficiencies noticed shall be eliminated.
24. LP's/Shunter have to work from front cabin while driving/shunting.
25. CLI's nominated for LPM and LPP should foot plate with his crew from starting to end destination in both UP & DN direction.

26. LPs are to be counseled regarding brake power issues and quick release of brakes in BOXNHL with BMBS and twin pipe.
27. On BMBS fitted freight trains whenever LP observed the restrictive aspect of permissible signal, he must control the speed of the train in such a way that the train is controlled at ahead of sigma board and finally stopped at danger signal vide ECoR/EL/TRO/421/05/98 of date 03.02.2023.
28. Counseling of Loco Pilots regarding measures of operation of freight trains consisting of BMBS wagons as per Railway Board JPO No-2022/M(N)/60/3(E-3387858) dtd. 17.01.2023.

B. Following should be ensured by Officers and running supervisors (CLIs, CCs)

1. During LRD one trip out of mandatory trips to be specifically done with CLI in night. CLI has to personally certify the LRD countersigned by TRO officer after verifying the knowledge of crew.
2. Every LP should undergo at least one surprise test and every ALP at least 02 surprise tests per month during Sign off in which knowledge of specific section in between two locations i.e, the signal locations, signal numbers, peculiarity of rail road in the section will be tested. Poor performances will be identified and worked upon for improvement with specific action plan.
3. Provision of walkie-talkies for crews on all trains and walkie-talkies issued to each loco crew and guard should be in properly charged and working condition for effective communication between crew and guard.
4. Proper rest of crew in running room should be ensured through surprise inspection at officer's level and adequate facilities should be ensured in running rooms for ensuring quality of rest of running staff.
5. If crew positions permits, LP/ALP should preferably be booked in day duty hours after availing short leave. If required, LP may be sent to rest room attached with lobby for rest till train arrived.
6. After availing long leaves, LPs may be booked along with Loco Inspector in first trip.
7. Personal problems of running staff may be given due attention. Family members of running staff may also be educated through safety seminars, Family counseling for bringing awareness of the need of proper rest at home to LP & ALP.
8. The focus of Loco Pilot counseling should be primarily on Engineman ship and observance of track side signals and gradient caution board's.
9. A careful root-cause analysis needs to be done in every case of SPAD by the divisional officer in-charge who should also involve concerned CLIs, and the crew. Findings of such analysis should be discussed in the counseling sessions, Training schools along with measures to avoid such cases.
10. Effective night inspections at every level should be ensured. Surprise inspections and footplates (particularly in night hours and in automatic signaling territories) should be conducted for checking alertness & driving technique of crew.
11. Complete familiarization of crew by CLIs with all new designs/modifications of locomotives with emphasis on diesel converted crew.
12. Display of sectional gradients and display of critical gradient location in the crew lobbies to be ensured.
13. Issuing of signal location booklets to crew and booklets should be updated regularly.
14. 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.
15. CMS, wherever provided should be fully utilized. No under rest crew shall be booked for working trains except in emergency.

16. Breathalyzer tests shall be conducted as prescribed; BA equipment shall be procured as per RDSO's specification only.
17. Working of all safety items in the locomotives should be ensured before dispatching from the shed.

C. Action to be taken after SPAD

1. In case of a train passed fixed Signals at danger at a station, the Station Master shall immediately reckon the distance by which the train has passed the signal before coming to a stop and examine the condition of brake blocks on the train and also the condition of air pressure system. Whether the brake blocks are cool, hot, etc should also be noted. The examination shall be done in presence of the Train Manager and Loco Pilot of the train and result entered in the Station diary.
2. In case of a train passed Engineering Stop Indicator or fixed signal at danger outside station limits, the Train Manager of the train shall immediately reckon the distance up to which the has passed the signal or signal indicator before coming to a stop in the presence of the Loco Pilot and enter it in the train report.
3. In the case of averted collision at Station, the Station Master shall immediately reckon the distance between the two trains or the train and obstruction in the presence of the train staff and enter it in the Station Diary. In the case of averted collision between stations, this duty shall be devolved on the Train Manager or Train Managers of the train(s) and the distance shall be entered in the Train Report of the train(s).
4. In case of departure signal Passed at 'ON', every efforts has to be made to stop the train immediately. In case of electrified section advantage may be taken by switching off power in consultation with TPC as per SR 4.29.01, SR 17.04.03(iv) and 17.09.01(5)(i). All the mid section LC gatemen is to be advised to close the gates. Train may either be brought back to the station by ensuring proper clamping, padlocking of points or by signal if permits or allowed to next block station with caution order as per GR 6.11 and SR thereto.
5. In the event of any points being burst through or passed through, the Loco Pilot shall immediately bring his train to a stop and shall not be moved until ordered to do so by Station Master. The Station Master shall if necessary, ordered the train to move to clear the points and shall not permit any movement to be made in facing direction until the points have been correctly set and secured by clamping or through bolt and padlocked. (SR 3.77.03). In simple language backing of train is not permitted until and unless authorized by Station Master who ensure proper setting of route with clamp & padlock.
6. The crew has to be relieved and fresh crew has to be booked. BA test of the relieved crew to be conducted by officials entrusted.

(S. JANI)

Chief Safety Officer (I/c)

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1. Secy to Gm-for kind information of GM.
2. Secy to AGM - for kind information of AGM.
3. PCEE, PCME, PCOM, PCCM, PCE, PCSTE /ECOR-for information and necessary action.
4. DRMs-KUR, SBP & WAT
5. Sr. DSOs- KUR, SBP & WAT