

EASTERN RAILWAY

No. EL OP /6/7

All running staff

dated. 10.05.2022

Sub: Signal passing at danger (SPAD).

Ref. Railway Board's L/No-2022/Elect (TRS)/113/1(Safety Misc.), dt-04.05.2022.

In the FY 201-22, 41 nos. SPAD cases were logged on Electrical & Diesel locomotive account in "SIMS" portal (reported to board & Rly category). To prevent SPAD cases, Railway Board has instructed to strictly follow the following mentioned instruction;

- 1) Not to consume any sedative drugs during on duty and eight hours prior to reporting for duty.
- 2) Take proper rest at headquarter and running rooms. Not to indulge in unnecessary debates in running room/lobby.
- 3) Conduct brake continuity test and brake feel test as per laid down procedure and Loco Pilot to inform about poor brake power/poor controlling of train to TLC at first available opportunity and must record in CMS/unusual register at the time of sign off
- 4) Mobile phone should not be used by Loco Pilot during run and kept in his bag in switched off mode.
- 5) ALPs are not to keep their smart phone on driving desk or use while in train in motion. Popup alert and sounds of various apps on smart phone may distract the attention of crew towards signals.
- 6) ALP should not hesitate in apply emergency brake in case he finds any unusual and he feels that Loco Pilot is not alert.
- 7) Walkie-Talkie not to be used to get information about signal aspect or other operational instructions from station staff.
- 8) Call out of signal aspect clear & loudly with gesture (raising hand pointing towards signal) and acknowledged by LP/ALP by repeating.
- 9) Reduce the speed of train in case signal aspect is restrictive and not to presume aspect of next signal.
- 10) Stop the train at adequate distance (at least one loco length) before foot of signal at "On position" so as to have clear view of signal from cab, subject to clearing of fouling mark.
- 11) Ensuring proper signal(s) for their train is taken OFF/authority received, before starting the train.
- 12) There are SPAD incidences where LP failed to stop before signal at "ON" position even at slow speed. Loco Pilot to use regenerative braking judiciously for stopping the train and to use train brake (A9) or Loco brake (SA9-in case of light engine) at slower speeds for appropriate control of train.
- 13) Prohibit the tendency of packing their personal belongings on moving train while approaching the terminating station.
- 14) Safety devises like VCD, AWS etc. should not be isolated on line by crew.

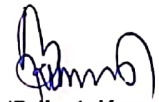
Considering the seriousness of the subject issue it has been instructed to follow the instructions rigidly so that the case may be minimized.


(Brijesh Kumar)
(Sr.DEE/OP/SDAH)

Copy to: CCCR/SDAH, CCCR/DDJ, CTLC/SDAH: - for information & necessary action.

Copy to: All CLIs, CLI/DSL:-For information & necessary action with an advice to counsel your staff under your control.

Copy to: All CCRs: - for information & necessary action with an advice to acknowledge by the all running staff under your control on the above instructions.


(Brijesh Kumar)
(Sr.DEE/OP/SDAH)