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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

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

New Delhi, dated 03.11.2014

General Managers,
All Indian Railways.

SUB: Accident cases on Loco Pilot account.

During the current financial year till 30.11.2014, there are 51 accident cases have been reported by Zonal Railways on account of Loco Pilot (Diesel) out of 86 cases on Mechanical account. In the same period last year 48 cases were reported on this account. Railway wise details are as under:

Period	CR	ER	EC	ECO	NC	NE	NF	NW	NR	SC	SE	SEC	SW	SR	WC	WR	TOTAL
01.04.2014 – 30.11.2014	6	0	3	2	4	4	0	5	6	5	0	0	6	2	2	6	51
01.04.2013 – 30.11.2013	7	1	0	2	3	5	0	3	17	3	0	0	2	4	3	7	57

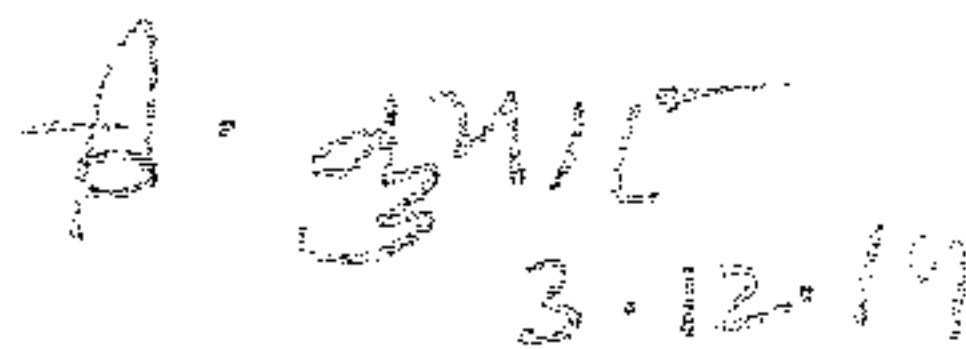
Even though there is an overall improvement on accident cases on this account, still there is deterioration on some Zonal Railways. In this regard, All Zonal Railways are advised to strictly follow the following instructions issued from Railway Board.

- (i) All the cases of SPAD have to be thoroughly investigated to arrive at the root cause.
- (ii) Zonal Railways should complete the annual cadre review if pending and fill the vacancies at the earliest.
- (iii) Loco inspector posts should be created in the annual crew cadre review as per the norms prescribed and vacancies should be filled up on top priority.
- (iv) Categorisation of Drivers should be carried out as per the instructions issued vide Railway Board letter No.97/Safety-1J23/15 dated 29.03.2007. Whenever Loco pilot is upgraded by LI it should be done only with a personal approval at Sr DME's level.
- (v) Proper monitoring of LPs by their nominated LIs should be ensured according to their category.
- (vi) Event recorder downloads of microprocessor Locomotives should be scrutinized by Loco inspector to check loco pilot a) has carried out continuity test and Brake feel test, b) Whistling habits, c) Over speeding tendency, d) braking and powering habits, e) Activation of VCD on run etc., Abnormalities noticed should be brought to officer concerned.
- (vii) Officers should check the knowledge of the Inspectors & Trainers and their regular training must be ensured for being conversant with latest modifications, new equipments etc.,

- (viii) Performance of the Loco Inspector should be reviewed by the controlling officer once in a month.
- (ix) A foolproof system needs to be evolved for conducting breath analyser test during signing ON and OFF. Ambush checks should be conducted to prevent and check drunkenness on duty. Running staff should be counseled not to consume any sedative drugs during on duty and eight hours prior to reporting for duty.
- (x) JPO issued by Railway board vide letter no.2010Tele/2(1)/I dated 27.12.2012 regarding usage of CUG/Personal mobile telephones should be strictly implemented. Random checking of call details of Loco Pilots while on duty shall be done by obtaining details from service provider.
- (xi) Instructions issued by Railway board vide letter No. E(NG)J/2002/PMI/3Idated 22.08.2003, 29.03.2005 and 20.03.2007 regarding Aptitude test (Previously known as psychology test) should be strictly implemented.
- (xii) Proper learning road of the crew for the sections to be worked must be ensured.
- (xiii) Crew overdue for refresher training and PME should not be booked for service.
- (xiv) Loco pilot should be counseled to conduct brake continuity test and brake feel test as per laid down procedure.
- (xv) Crew should be counseled regarding clear and loud calling out of the aspects of the signals.
- (xvi) Guidelines issued by Railway Board vide letter No.20i4/Safety (DM)I7/I dated 25.08.2014 regarding functioning of VCD should be adhered to. Crew should be counseled to avoid unwarranted pressing of VCD acknowledgement button. ALP needs to be counseled not to hesitate to apply emergency brake in case he finds any unusual and he feels that Loco Pilot is not alert.
- (xvii) Close monitoring of duty hours and periodical rests must be ensured. 10 hours rule should be strictly adhered. Identify the bad sections which should be monitored closely and improved upon.
- (xviii) Working of all safety items in the locomotives should be ensured before dispatching from the shed.
- (xix) Proper feedback mechanism for acknowledgement of any unusual incidents reported by the running staff and action taken thereafter should be implemented.
- (xx) Signal sighting committees should be activated and a system should be developed to monitor the action taken to rectify the deficiencies noticed by them. For Diesel Locomotives, long hood signal visibility to be definitely assessed.
- (xxi) Increased interaction of inspectors with the crew and his/her family members for bringing about awareness on the need for proper rest at the home station.
- (xxii) A team of concerned officers headed by DRM/ADRM should interact with the running staff in the crew lobbies/running rooms to understand their problems and their concerns should be addressed on top priority.
- (xxiii) A visible and effective grievance redressal mechanism should be established at the divisional level.
- (xxiv) Condition of crew booking lobbies and Running rooms should be monitored and improved as per the Railway Board instructions vide letter No. 2001/M(L)/467/2 dated 10.11.2003.

- (xxv) Standing committee under the chairmanship of ADRM should inspect running rooms as per the instructions issued vide Railway Board letter No.96/M(L)/467/Misc dated 27.10.2000 and 14.03.2007.
- (xxvi) Effective night inspections at every level should be ensured.
- (xxvii) Ensure that the cases of SPAD/accidents on the Railways including cases of other Zonal Railways should be discussed in the training centres for mass awareness.

Zonal Railways are advised to take necessary action accordingly to prevent accident cases on Loco Pilot account. Action taken in this regard shall be intimated to this office.


3.12.19
(Vivek Kumar)
Exe. Dir.Mech. Engg. (Tr.)
Railway Board