

**Government of India
Ministry of Railways
(Railway Board)**

No. 2012/Safety(DM)/7/25

New Delhi, Dt 28.10.2014

**General Managers
All Indian Railways
CMD/KRCL**

Sub:- Accidents Due to Signal Passing at Danger.

In the current financial year till date three consequential accidents and 28 indicative accidents have occurred over Indian Railways due to Locopilots Passing Signal at Danger. In one of the recent consequential accident 12 passengers were killed and 45 passengers were injured.

Safety Directorate has analyzed 239 SPAD cases from 1.4.2011 till 31.08.2014 and analysis indicates:-

1. Number of SPAD cases in passenger and freight trains is almost same.
2. Number of SPAD cases in diesel and electrical traction is almost same.
3. 65% of the SPAD cases have occurred after availing complete headquarters rest.
4. Maximum number of SPAD cases have occurred in the time period 10-12 hours.
5. In 70% of the cases the overall duty hours was less than six hours. Only in six per cent of the cases the crew has worked beyond prescribed duty hours.
6. In maximum SPAD cases LP is in the age group of 40-45 years.
7. Only 16% of the SPAD cases were caused by "C" Grade drivers.

The above analysis indicates no specific reason could be attributed for the lack of alertness of the crew resulting in SPAD. Hence, it is imperative that overall working/living conditions needs to be improved with stress on proper health management by the loco running staff. In this the role of the loco inspectors and the loco supervisors becomes paramount and their performance needs to be monitored closely & effectively.

Safety Directorate has compiled various instructions issued from the Railway Board with regard to monitoring, counseling and other technical instructions related to running staff, the same is attached as Annexure.

It has also come to the notice of Board that on some Zonal Railways the prescribed punishment norms for SPAD are not being properly implemented. It is reiterated that Zonal Railways must adhere to the prescribed punishment

Pls see by 30/10/14
o/c

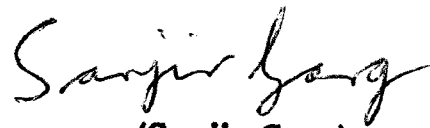
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norms in SPAD cases too, as is being done in other accident cases. Failure to do so must be commented upon adversely while reporting upon the performance of the disciplinary authority in the APAR by the Reporting Authority.

Officers and supervisors may please be advised to strictly follow instructions issued from the Railway Board with an emphasis on proper counseling/monitoring of running staff. Action taken by the Railway to reduce SPAD cases and follow-up action of this letter may be advised to the Railway Board at the earliest.

Enclosed: as above



**(Sanjiv Garg)
Adviser / Safety**

28-10-14

Copy to: Chief Safety Officers, All Zonal Railways for information and necessary follow up action.

Annexure to Railway Board letter No.2012/Safety/(DM)/7/25

1. All the cases of SPAD should be reported to Board in SIMS.
2. All the cases of SPAD have to be thoroughly investigated to arrive at the root cause. During the course of Inquiry an effort should be made to bring out any extraneous reasons for the accident. All the relevant details should be filled in SIMS so that a meaningful analysis can be done at Railway Board. Invariably all the Inquiry reports should be uploaded on SIMS.
3. In all the cases of SPAD punishment should be imposed as per the Railway board norms.
4. Zonal Railways should complete the annual cadre review if pending and fill the vacancies at the earliest.
5. Loco inspector posts should be created in the annual crew cadre review as per the norms prescribed in the Operating Manual.
6. Vacancies in loco inspector posts should be filled up on top priority. This should be reviewed at least once in six months at Divisional level and at CSOs level.
7. Categorisation of Drivers should be carried out as per the instructions issued vide Railway Board letter No.97/Safety-I/23/15 dated 29.03.2007. Whenever Loco pilot is upgraded by LI it should be done only with a personal approval at officers level.
8. 'A' category Pilots should be monitored at least once in three months, 'B' category once in two months and 'C' category once in a month by the nominated Loco inspector.
9. 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.,
10. 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.,
11. Performance of the Loco Inspector should be reviewed by the controlling officer once in a month.
12. 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. All the Loco inspectors should be issued with fuel cell based breath analyser as personal equipment.
13. JPO issued by Railway board vide letter no.2010/Tele/2(1)/1 dated 27.12.2012 regarding usage of CUG/Personal mobile telephones should be strictly implemented.
14. Instructions issued by Railway board vide letter No. E(NG)I/2002/PM1/31 dated 22.08.2003, 29.03.2005 and 20.03.2007 regarding Aptitude test (Previously known as psychology test) should be strictly implemented.
15. Running staff should be counseled not to consume any sedative drugs during on duty and eight hours prior to reporting for duty.
16. Proper learning road of the crew must be ensured.
17. Crew overdue for refresher and PME should not be booked for service.
18. Loco pilot should be counseled to conduct brake continuity test and brake feel test as per laid down procedure.
19. Crew should be counseled regarding clear and loud calling out of the aspects of the signals.
20. Guidelines issued by Railway Board vide letter No.2014/Safety(DM)/7/1 dated 25.08.2014 regarding functioning of VCD should be adhered to.
21. Crew should be counseled to avoid unwarranted pressing of VCD acknowledgement button.

22. 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.
23. Close monitoring of duty hours and periodical rests must be ensured.
24. 10 hours rule should be strictly adhered. Identify the bad sections which should be monitored closely and improved upon.
25. Working of all safety items in the locomotives should be ensured before dispatching from the shed.
26. Proper feedback mechanism for acknowledgement of any unusual incidents reported by the running staff and action taken thereafter should be implemented.
27. Signal sighting committees should be activated and a system should be developed to monitor the action taken to rectify the deficiencies noticed by them.
28. 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.
29. Working of welfare inspectors nominated for each lobby should be closely monitored by DRM.
30. 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.
31. A visible and effective grievance redressal mechanism should be established at the divisional level.
32. 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.
33. 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.
34. Effective night inspections at every level should be ensured.
35. 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.