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

No. 2016/Elect(TRS)/113/Misc. Safety **New Delhi, dated : 04.05.2016**

General Manager (Elect.),

Central Railway, Mumbai
East Central Railway, Hajipur
Northern Railway, New Delhi
North Eastern Railway, Gorakhpur
North Western Railway, Jaipur
South Central Railway, Secunderabad
South East Central Railway, Bilaspur
Western Railway, Mumbai
Eastern Railway, Kolkata
East Coast Railway, Bhubaneswar
North Central Railway, Allahabad
Northeast Frontier Railway, Guwahati
Southern Railway, Chennai
South Eastern Railway, Kolkata
South Western Railway, Hubli
West Central Railway, Jabalpur

Sub : Minutes of the meeting held on 27.04.2016 in Railway Board on Signal Passing At Danger (SPAD) incidences by Electric Loco Pilots

Please find enclosed a copy of minutes of the above meeting for information and further necessary actions.

DA : as above.

(A.K. Goswami)
Dir. Elect. Engg. (RS)
Railway Board
e-mail: dir.rsrb@gmail.com

Sunil 2016-17

Minutes of meeting held on 27.04.2016 in Railway Board, New Delhi

Present

Railway Board

1.	Shri A.K. Kapoor	ML
2.	Shri Ganga Ram Agarwal	AML
3.	Shri Sudheer Kumar	EDEE(RS)
4.	Shri A.K.Goswami	DEE(RS)

Railways/RDSO

1.	Shri O.P.Kesari	EDSE/Co-ord./RDSO
2.	Shri R.K.Tiwari	CELE/CR
3.	Shri A.K.Chatopadhyaya	CELE/ECR
4.	Shri A. Mahapatra	CELE/ECoR
5.	Shri R.K.Saxena	CELE/NR
6.	Shri Anupam Singhal	CELE/NCR
7.	Shri S.K. Agarwal	CELE/SR
8.	Shri A.A. Phadke	CELE/SCR
9.	Shri S.N. Dubey	CELE/SECR
10.	Shri H. Malhotra	CELE/WR
11.	Shri Suresh Kumar	Dir.(TPL)/RDSO
12.	Shri H.M. Sharma	Sr.DEE(TRO)/BB/CR
13.	Shri O.P.S. Yadav	Sr.DEE(OP)/MGS/ECR
14.	Shri A.R. Mohanty	Sr.DEE(OP)/WAT/ECoR
15.	Shri P.R. Tripathi	Sr.DEE(OP)/ALD/NCR
16.	Shri R.K. Sahu	Sr.DEE(OP)/BSP/SECR
17.	Shri C.M. Singh	Sr.DEE(OP)/BCT/WR

The officers were addressed by EDEE(RS), AML & ML wherein need for effective counselling and education to Loco pilots was emphasized to reduce Signal Passing At Danger (SPAD). Presentations were made by Railway Board and Zonal Railways on analysis of the SPAD cases (Electrical account), reported during FY 2015-16.

The summary of the observations made are as under:

1. SPAD cases on electrical account, reported during FY 2015-16 through 'SIMS' website of Railway Board along with action taken against defaulting staff were discussed.

2. ML mentioned that although cases of SPAD have reduced during 2015-16 compared to previous year, number of SPAD is still quite high on some of the Railways and is cause of concern.

3. Central, Southern & South Central Railways have to take special care as these Railways are contributing more towards SPAD.

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4. Presentation made by Central Railway on each incidence of SPAD was very well appreciated as each case has been depicted in pictorial form. All Railways were advised to initiate such type of analysis of SPAD in future. This has also been uploaded on e-locos. Copy of one such depiction is enclosed as annexure for ready reference.

5. Based on the presentation made by Zonal Railways, it is inferred that the main cause of SPAD is presumption of signal aspect by LPs.

6. Railways were advised to counsel running staff through Loco Inspectors/Officers to reduce speed of train in case signal aspect is restrictive and not to presume aspect of next signal.

7. NR informed that families of running staff are being regularly educated about the importance of quality rest in the life of running staff for safe train operation. Railways should initiate similar action.

8. On the issue of SPAD due to signal located at right side or at any other critical location, Railways were suggested to prepare printed pocket sized signal location books/cards and distribute the same amongst the running staff.

9. Railways should ensure that signal sighting committees go on line and ensure that there is no obstruction to the visibility of signals during day or night.

10. Running staff should be counselled not to use walkie-talkies to get information about its signal aspect or other operational instructions from stations staff.

11. In case of change in signal location due to doubling or construction works, running staff should be accompanied by LI/safety counsellors and the change of signal location be communicated well in advance through drivers notice book at lobbies.

12. Personal interaction of officers with running staff especially LP/ALP involved in SPAD is a must to gather actual situation / mental state of crew at the time of incidence which would be extremely useful for taking any remedial action.

13. Brake feel test being performed by LP should be checked by surprise / ambush checks. It was also advised that Railways should identify location for stops /brake feel test of train before steeper gradients (1:100 and above) and incorporate these locations in WTT so that time lost is not booked on loco account and train remains under control of LP on gradient & SPADs avoided. This brake feel test or stopping as per requirement may be also be incorporated in Subsidiary Rule (SR) of the Railway concerned. SCR should specially take necessary action as one of the SPAD had taken place due to home signal being at the end of 1:100 down gradient.

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14. Loco Pilots should be advised to 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. Short loop lines where loco(s) is required to be stopped at foot of signal may be taken up with the safety/engineering department for corrective actions.

15. Loco Pilots should apply train brakes by dropping of BP pressure up to 0.5 kg/cm^2 while waiting for line clear in loop lines for more than 15 minutes.

16. Railways informed that cases of drunkenness of LPs at the time of Sign Off have been detected during surprise checks. Railways were advised to take up with ALP also under D&AR enquiry for not reporting TLC/CC about the drunkenness of LP while driving.

17. Strict action should be taken against LPs found isolating VCDs which are otherwise in working condition.

18. Railways should give proper Learning Road (LR) to running staff and extend the LR period until staff is well conversant with the sections and confident to work independently.

19. Railways informed that there are issues with mobile operator in implementation of JPO issued by Board for monitoring call details of running staff through CMS application. Railways were advised to keep monitoring as far as possible and issue may be taken up with S&T department of the Zonal Railways.

20. Punishments shall be as per prescribed norms and imposed within stipulated time frame.

21. Monitoring of action plan should be quantifiable e.g. no. of crew counselled / balance, no. of signal locations identified for rectification, rectified subsequently, speed record checks, abnormalities noticed, action taken and should be kept on record.

22. Calling out of signal aspect loudly by ALP & LP should be monitored closely. All ALPs should be counselled for applying emergency brakes by opening of RS valve in case LP is not vigilant or not reacting according to signal aspect. It was also suggested that ALP & LP should be counselled to call out signal with hand gesture.

23. Effort should be made not to book crew for more than 3 consecutive nights. Periodical rest should be ensured.

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24. All the running staff should be counselled for brining MP to '0' (zero) notch before applying of A9 & SA9 in case of any unusual incidence like train parting etc.

25. Working of Q-51 and VCD should be recorded in the loco log-book whenever the loco is turned out by shed. LPs should also make this endorsement in case of VCD is defective or Q-51 is found wedged.

26. In order to reduce stalling cases, a drive should be launched to educate all LIs, running staff, TLC organization, Electrical and operating officers about tractive ability of locos and trailing load on different gradients & attacking speed under dry/wet weather condition. Load tables for all kind of electric locos should be the part of WTT for freight trains working in CC+8+2 loading and displayed in control rooms.

27. Safety directorate of Railway Board has compiled various instructions issued from Board with regards to monitoring, counselling and other technical instructions related to running staff. The same has been issued vide Board's letter no. 2012/Safety(DM)/7/25 dated 28.10.2014 (copy is available on 'elocos' website). The same may be followed by Zonal Railways.

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