

NORTH WESTERN RAILWAY

Headquarter Office
Jaipur
Date: 18.11.2024

No. NWR/HQ/Safety/SD/21/24

Safety Drive No. 21/2024

DRMs- AII, BKN, JP, JU.

Sub: One week SPAD Drive starting from 17.11.2024 to 23.11.2024.

Ref: (i) Railway Board's Letter No. 2024/Safety-1/3/12 dated 16.11.2024 (Copy enclosed).

Recent spate of SPADs and accidents call for resolve to strengthen alertness and enforcement of laid down practices and protocols in train operations. Towards this, an Intensive Safety Drive of one-week is to be launched immediately from 17-11-2024 to 23-11-2024, involving officers at all levels. Special emphasis is to be given to following aspects during the Drive:

- i. Footplate inspections, especially during night hours.
- ii. Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LP/ ALP is using mobile phone while on run.
- iii. Checking CVVRS recordings, where available, for the above to identify and counsel erring LPS/ALPs.
- iv. Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.
- v. Following all speed restrictions meticulously,
- vi. Monitoring of crew's braking technique for different types of load.
- vii. Following of prescribed speed restrictions for BMBS rakes.
- viii. Checking for any medical condition, medications (prescribed by both Railway and Private Doctors) that may affect train driving.
- ix. Checking for foot plating of full beat by assigned loco inspectors.
- x. Family counseling sessions being organized, their quality and attendance therein.
- xi. Road learning of track machine operators and tower wagon operators, and their competency certificates.
- xii. Checking of crew links where adequate rest is not built in practically.
- xiii. Thorough intensive inspection of crew lobbies; checking manual booking of crew - frequency and reasons.
- xiv. Monitoring that unusual reported by crew are addressed quickly.
- xv. Checking that genuine grievances of crew are addressed promptly.
- xvi. Thorough intensive inspection of running rooms; quality of rest availed by LP/ ALP in Running rooms & Headquarters.
- xvii. Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses.
- xviii. Ensuring that LP/ ALP have understood and acknowledged all circulars timely.
- xix. Quality and effectiveness of modification of Emergency brake valves in locomotives.
- xx. Special monitoring of train driving in one-train-only sections, where such working is in practice, by checking of loco SPM records for proper stopping, etc.

xxi. Signal sighting issues, Caution indicators. Sigma Boards, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal, and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate.

xxii. Proper signal exchange.

xxiii. Provision and proper working of fog-safe devices in regions affected by fog.

xxiv. Lookout of any poor worksite protection, possible infringement by stray material, vehicle- especially careless cases where infringement was saved by very narrow margins/providentially.

During the drive officers/supervisors should inspect the points mentioned above. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. Critical analysis should be done to identify systematic deficiency and action taken/planned to be taken with timeline should be reported. Deficiencies of urgent nature should be brought to the notice of concerned officer through concerned divisional control.

Compliance of aforesaid drive may please be updated daily on Google spreadsheet. Link of Google spreadsheet is given below-

https://docs.google.com/spreadsheets/d/1Wnpk92cj8yr4Et3-72gqZ1RFDaa-G_W5TiRS1a1cdqg/edit?usp=sharing

On completion of the drive, the final outcome of the drive along with action taken / planned to be taken with PDC should be furnished to this office by 25.11.24 in following Performa.

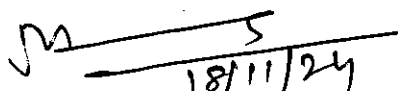
(i) No. of checks conducted.....

Date of Inspection	Name & Designation of inspecting Official	Grade (Supervisors/JS/SS/JAG/SAG)	Location where check conducted	Deficiencies/irregularities noticed	Action taken/Planned	PDC

(ii) Department-wise deficiencies and their updated position.

Deptt.	Head/Asset wise details	No of location inspected	Nos. of deficiencies	Attended so far	Balance	TDC
Electrical (TRD)						
Electrical (Locomotives)						
Electrical (Crew)						
Mechanical						
S&T						
Operating						
Engineering						

Every department of the Divisions will also send a copy of deficiencies observed and action taken to their concerned HQ, which in turn will send a compiled position to safety department for onward submission to Railway Board.


18/11/24
Dy. CSO/Engg./NWR
for Pr. Chief Safety Officer

DA- As above

Copy to:-PCE, CAO/C, PCME, PCEE, PCSTE & PCOM

Secretary to GM for kind information of GM

Secretary to AGM for kind information of AGM

Sr. DSOs- AII, BKN, JP, JU- for necessary action and follow up.

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

No. 2024/Safety/1/3/12

New Delhi, dated 16-11-2024

General Managers
All Zonal Railways

Managing Directors
KRCL
DFCCIL

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16/11/2023

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Weekly progress of the drive must be uploaded on SMDMS and emailed to safetyimp46@gmail.com and edeesafety@gmail.com.

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16/11/2023
(Ashok Kumar Nakra)
ED/Safety/EE/RB

PCSOs of All Zonal Railways
CSOs, KRCL & DFCCIL