

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/9/2012

Fly Leaf No. 9/2012

Attention...

Loco Running Staff

In the recent past, lapses on the part of LPs, ALPs have increased, especially Signal Passing At Danger (**SPAD**) resulting in consequential train accidents such as Collisions and Derailments. There were as many as **38** cases in the last one decade on this Railway (2000 – 2010), i.e., on an average 3 per year. **This financial year has already witnessed as many as 8 SPAD cases (both reported and non-reported) which is causing concern.** It is time for us to introspect and rededicate ourselves to ensure that no more cases of **SPAD** are caused in future. It is essential to prevent such cases by refreshing ourselves by following the under mentioned important guidelines.

ROLE OF LP & ALP

1. Ensure adequate rest is taken before coming for duty.
2. Ensure that you are not under the influence of alcohol, sedatives, drugs, stimulants, etc., before coming for duty (at least 8 hours) and also while performing duty.
3. Ensure full complement of personal equipment in working condition.
4. Go through the safety literature given from time to time before sign 'ON'.
5. Undergo BA test.
6. Immediately after taking charge of the train, check for the validity of BPC, availability of loco equipment, air-continuity (if required), working of walkie-talkie set, etc.,
7. Before starting at every station where the train has stopped ensure the correct departure signals are taken 'OFF' for your train correctly.
8. Call out the signal aspects loudly and clearly; and act according to the aspect of the signal.
9. Exchange 'all-right' signals correctly with the Guard and with station staff at all locations as per rules.
10. Observe all PSRs & TSRs as printed in the Caution Order.
11. Check whether your train is CC+8+2 or CC+6+2 (freight trains) and observe SRs accordingly.
12. Follow the load table and related conditions as per the latest WTT.

13. Sight the reception signals from correct location, i.e., Signal Warning Board or from Distant Signal in double Distant signalling territory.

Note: The minimum continuous visibility distance in MAS territory is 400m for Permissive Signaland 200m for any Stop Signal(Para 7.7.6 & 7.7.7 of IRSEM Part I).

14. Know the correct rules for working of trains during abnormal conditions such as failures of block instrument, point, signal, track circuit, axle counter, engine headlight, engine whistle, etc.,
15. Ensure that you are thorough with the sectional knowledge by taking proper LR trips.
16. Inculcate the habit of writing all signal defects, track defects, loco defects and other unusual promptly at the sign 'OFF' location.
17. Do not utilise walkie-talkie sets as an alternative for physical exchange of 'all-right' signals, for passing a stop signal at 'ON'etc.,
18. LP/ALPs shall never assume that signals will always be clear for their train.
19. Ensure correct procedures are followed when 'lurch / jerk / unusual'is experienced on run.
20. Similarly, ensure correct procedures are followed when 'flat tyre' is detected / reported.
21. Ensure 'brake feel test' and 'brake power test' after taking over charge of the train, after performing shunting at a station. **In addition to these two occasions, the crew of passenger carrying trains shall also conduct these tests at crew changing points, or when the train is detained for more than 30 minutes at en-route station.**

ROLE OF LOCO INSPECTORS

1. **LPs and ALPs under your control shall be monitored not only in the parent Division but also in the adjoining Divisions where they are working.**
2. For monitoring on adjacent Divisions, the LI himself shall undertake LR trips of that Division.
3. Ensure whether the crew have availed proper rest before sign 'ON'.
4. The LPs before signing 'ON' in adjacent Divisions shall be made to go through the Divisional Safety literature and SOBs of that Depot from time to time and also possess the WTT of that Division / Railway.
5. It is appropriate to monitor such LPs who are weak or working the first trip or Graded 'C' and 'B' either within the Division or outside the Division.
6. Regularly monitor the LPs about the enginemanship in critical block sections and while negotiating undulated terrains, especially heavily loaded Goods trains.

7. Counsel the crew at Crew Lobbies or in nominated Counselling Rooms and not while the train is on run.
8. Check for the availability of VCD and its working during foot-plate inspections.
9. Check for the availability and working of AWS in EMUs / MEMUs.
10. Encourage the LPs working light engine or coupled engines to go and stop the locos near the foot of the Starter Signal instead of stopping before the SM Office.
11. Ensure that LPs under your control are well versed with the procedures of running trains during abnormal conditions, such as block instrument failures, signal and point failures, procedure for passing Gate Stop Signal at 'ON' in both Absolute and Automatic Block Systems, passing IB Signal at 'ON', OHE failures, etc.,
12. During foot-plate inspections, whether the LPs are controlling the trains according to the load, gradient, aspect of the stop signal, SR zone?
13. Do conduct ambush checks on various aspects in both Absolute and Automatic Block territories at frequent intervals to get instant results.
14. Whether the LP and ALPs are correctly calling out the signal aspects loudly and clearly?
15. Whether the LP/ALPs are correctly whistling (**intermittent long whistles**) on the approaches of '**W/L**' boards?
16. Frequently visit the Crew Lobby and observe whether correct procedures are followed or not by the LPs and ALPs while signing 'ON'. Also check whether the Registers and booking of crew are correctly being maintained and followed at the crew lobby.
17. Frequently check whether the personal equipment of the LP & ALP and loco equipment are available and are in working condition.
18. Check whether the walkie-talkie sets given to the crew are working properly or not including the availability of the spare chargers?
19. Check whether the LPs are conducting air/vacuum-continuity test as prescribed.
20. Check the speed of the train by using speed guns by standing clandestinely at some speed restriction location and conduct ambush check.
21. Similarly, use the GPS-based speed indicator where supplied (by travelling inside the train other than loco) and cross check the speed of the train with the given Caution Order.
22. Inspect the Running Room/s under your jurisdiction to ensure that the facilities like, clean drinking water (RO Plant), hot water during Winter, AC / Water Coolers and fans & lights, hygienic dining facility, availability of food, reading room, meditation room, mosquito protection in the form of mesh doors & windows and mosquito nets,

mosquito repellents, etc., are available and in working condition; and the crew are satisfied with the facilities.

23. Identify prone alcohol crew and have a watch on them during sign 'on' / 'off' and at en-route.
24. Review and monitor the safety gradation of the crew correctly.
25. Conduct surprise BA checks on the crew preferably with printer facility.
26. Visit the Loco Shed/s and cross check the speedometer chip analysis with Caution Orders of that section of that particular day at random for some train at frequent intervals to see whether the LPs are correctly following the SRs (both permanent and temporary).

CHIEF CREW CONTROLLER / CREW CONTROLLER

1. Ensure the crew is given proper rest as per HOER before booking.
2. Ensure the crew are not due for PME, RC (both G&SR and Technical).
3. Ensure the crew are having proper LR of the section.
4. Ensure BA test is conducted both at the time of sign 'ON' and sign 'OFF'.
5. Ensure the latest safety literature is available and is acknowledged by the crew.
6. Ensure the Rule books are available and updated.
7. Ensure the personal equipment is supplied and available with them.
8. Ensure the Track defects, Signal Defects, Loco Defects and Unusual Register is properly maintained and the remarks passed by the crew are intimated under exchange of PN with Control; and the feedback of the same is given within the stipulated time.
9. Ensure the weak LPs and ALPs are sent for Simulator Training.
10. Ensure the Caution Order and Gradient board / chart is updated.
11. Ensure the despatch of MRV, ART, 140T Crane are booked with crew and despatched within the target time.

CHIEF SAFETY OFFICER SAFETY ORGANISATION

RELEVANT RULES

GR & SR 2.09, 3.14, 3.73, 3.75, 3.78, 3.80, 3.81, 3.83, 3.85, 4.08, 4.09, 4.10, 4.14, 4.18, 4.19, 4.20, 4.21, 4.22, 4.30, 4.31, 4.32, 4.33, 4.35, 4.40, 4.41, 4.42, 4.46, 4.49, 4.50, 4.51, 4.58 and JPOs.