

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/3/2015

Fly Leaf No. 03/2015

Attention.....

Operating, Mechanical, Electrical & P. Way Staff

Instructions to deal with alcoholic running staff

During GM safety review meeting held on 27.1.2015, procedure to deal with alcoholic Running Staff was discussed. Unified instructions to be adopted by all Divisions dealing alcoholic prone Running Staff have been issued by CME & CEE vide JPO letter No. E.195/TRS/SAFETY/Alcohol Policy Crew/Vol. XXV/6442 dated 27.02.2015. the said JPO is re-iterated as under;

- 1.** All Loco Inspectors should be advised to take feedback from different sources and maintain a list of Running Staff working under them who are habitual of drinking occasionally/regularly.
- 2.** List of such Running Staff prone to alcohol should be available in all crew lobbies & with each LI irrespective of group.
- 3.** A special watch should be kept on these alcoholic Running Staff.
- 4.** All the staff should be counselled that it is their moral duty to report in case any Running Staff is found under the influence of alcohol.
- 5.** Running Staff identified as alcoholic should be counselled on short term / long term ill effects of alcohol during trainings at ETTC / BZA, ZRTI / MLY etc,
- 6.** Families of Running Staff should also be counselled on the ill effects of the alcohol.
- 7.** Alcoholic staff should be sent for de-addiction camps.
- 8.** De-addiction camps may be organized by Divisions within their resources or alternatively NGOs should be identified for the purpose. These camps should be organized at regular intervals and this should be a continuous process.
- 9.** All Loco Inspectors must be provided with portable breathalyzers for conducting surprise checks and they should carry the same when they go on inspection on line.
- 10.** Random ambush checks must be conducted by Officers /LIs with portable breathalyzer at stations en-route to check whether Running Staff are not under the influence of alcohol.
- 11.** In case crew are found positive during BA test while conducting ambush checks, they should be taken up under D&AR /major penalty.

12. The crew reporting for on duty, if tested positive during BA test, shall be taken up as per latest Railway Board guidelines and CSO letter No.Safety.157/safety in operation /Vol-IV, dt 11.1.2012.
 - a. In case staff tested positive with less than 40mg/100ml-Minor penalty.
 - b. In case staff tested positive more than 40mg/100ml –Major penalty
 - c. In case staff tested positive more than 3times irrespective of level of alcohol in the blood –Major penalty.
13. In case crew is detected positive during BA test while “Signing OFF”, the crew to be suspended and to be issued Major penalty.
14. Zero tolerance to be taken as policy while reporting on duty, while on duty till “Sign OFF” for Running Staff in case of consumption of alcohol.
15. The above instructions are in addition to the existing instructions already issued by CSO letter No.Safety.157/safety in operation /Vol-IV dated 11.1.2012 and Railway board policy guidelines vide Lr.2001/safety -1/23/4,dated 27.11.2001.

This is approved by CME & CEE

**CHIEF SAFETY OFFICER
SAFETY ORGANISATION
SOUTH CENTRAL RAILWAY**

Sub: Shunting operations performed with diesel locomotives.

Ref: Railway Board letter No. 2014/M (L)/466/7101.Misc
dated 13.3.2015.

Dual-cab locomotives are inducted into the system on Indian Railways. There are cases reported to Board that while performing shunting, LPs are not following instructions issued in this regard.

CRS/Northeast Frontier Circle in his report on the accident of dashing of rear SLR No. 11707 of 15960 DN Kamrup Express by light engine No. 40129 WDP4D at Dibrugarh station of Tinsukia Division of NF Railway on 25.8.2014 has recommended as under.

All the crew to be strictly advised not to drive from ‘rear cab’ in the locomotives having ‘dual cab’.

In this regard, all Zonal Railways are advised to ensure strict compliance of following instructions by the LPs during train working as well as shunting on diesel locomotives.

1. On single cab diesel locomotive, LPs should work from the respective control stand towards the direction of train movement.
2. On dual-cab locomotives, LPs should work from the leading cab only.

All Zonal Railways are advised to instruct / counsel all the LPs by LIs and through Training Centres / general instructions.

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