



No. L.326.OP/SPL DRIVE/33

Date: 01.07.2025

CEE (OP) Instruction No. 06/2025

**Sr. DEE /TRO/BB, BSL, NGP
Sr. DME/Op/ PA
DME (O&C) SUR**

Sub: Special Safety Drive for Prevention of SPAD.

In view of recent SPAD cases in Indian Railways, a drive for prevention of SPAD to be started immediately. Following items may be covered during the drive:

1. Motorman to switch ON the Audio-Visual Buzzer, after passing yellow signal.
2. After passing yellow signal, Crew should be more alert and proceed cautiously by calling out signal aspect repeatedly and be prepared to stop his train before next signal.
3. LP/Motorman/ ALP should not be engaged in any other activity, if they are approaching RED signal. He should ensure that his attention not get diverted to any other activity/surrounding.
4. AWS should not be kept in isolated condition.
5. Mobile phone must be in switched OFF condition. Ambush checks to be carried out to ensure mobile phones are switched OFF during train operation. CUG call data should be analysed through CMS regularly.
6. Adequate quality rest at Running room and Headquarter, as per Rly. Bd's Letter No. 2007/Elect.(TRS)/225/7 Pt. Dated 03.06.2025, should be ensured.
7. Crew should be more alert on critical signals i.e. signals located on RHS, ELHS & on curvatures etc.
8. Motorman/ LP to keep his train under control, wherever signals are not visible due to train passing on adjacent line, heavy rain, fog etc.
9. If LP/ Motorman feels that, the brake power of the train is not satisfactory, he should inform to Train Manager/ TLC immediately and will keep the train under control.
10. LP/ Motorman / ALP to follow duties in respect of signals as per G&SR 3.78 rigorously.

11. Counsel the crew that in the extreme case due to any reason, if crew fails to locate any signal due to any obstruction, he should stop his train and then proceed cautiously up to next signal and ensure the signal aspect and work further.
12. Crew must have updated Road learning of all sections / yards including gradient in sections. Crew to be encouraged to draw road learning diagrams frequently, so that he doesn't forget regarding location of signals, gradient etc. (Refer this office's letter No. L.253.AC.136.8 dated 10.04.2023 /CEE/OP instruction No. 5/2023).
13. Analysis of SPM/CVWRS data to check that crew is conducting Brake feel test & Brake power test at first opportunity and to detect micro-sleep, calling out of signal with hand gesture and ALP is keeping hand on RS flap valve after passing yellow signal.
14. No shortcut methods to be adopted during train operation. Adopting shortcut methods during train operation e.g. following instructions on Walkie-Talkie during shunting etc, (List of probable shortcut methods likely to be adopted during train operation, circulated vide L.No. L.253.AC.136.C dtd. 20.04.2023, to be brought into notice and corrective actions to be taken to stop such shortcuts).
15. Conducting of Brake feel test & Brake power test at first opportunity and to detect any case of SR violation.
16. Ensure, crew is calling out of signal aspect loudly with hand gesture.
17. Signal Location booklet should be available and should be kept in open condition by ALP on desk.
18. Motorman / Loco Pilots to follow prescribed bell code signals.
19. LP/Motorman to keep Reverser / Direction switch and PBC handle in neutral position, during halt / Red signal.

15 days Special Safety drive to be launched immediately. Ambush checks for ensuring above instructions to be carried out and all the staff must be covered during the drive. Compliance of the above instructions may be ensured and report to be submitted in the following format:

1. No. of Officers/ CLIs associated in drive.
2. No. of ambush checks carried out.
3. No. of irregularities noticed during inspections.
4. Action taken for rectifying irregularities.
5. No of staff counselled (cadre wise).


(H. M. SHARMA)
CEE (OP)