



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



International Year
of Cooperatives

No. 2025/Elect(TRS)/113/1(Safety Misc)

New Delhi, Dated : 30.05.2025

General Managers (Elect),

All Zonal Railways

(Incl. KRCL, DFCCIL & Metro Rail, Kolkata)

Sub : Signal Passing at Danger (SPAD) – Counselling of crew and Key Actionable Points.

During previous year 2024–25, 33 SPAD incidents were reported on the ‘SIMS’ portal (under Board & Railway category). Despite ongoing preventive efforts, 6 SPAD cases have been reported this year, indicating the need for rigorous counselling of crew and necessary monitoring and corrective actions by officers and supervisors.

Key instructions are summarized and enclosed as an **annexure** for reference. Apart from the listed points, Zonal Railways may include actionable points from their Instructions, for counselling of crew and as measures to be undertaken by supervisors.

Zonal Railways are advised to perform one round counselling of all staff and undertake measures to control SPAD. An action taken report may be submitted by **30th June**, upon completion of drive.

DA : Annexure (3 pages).

(विकाश आनंद)

निदेशक विद्युत अभियांत्रिकी (चल स्टॉक)

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Counseling of running staff on the following:

1. Take adequate rest at headquarters and running rooms; avoid unnecessary debates in running rooms.
2. Ensure proper road learning as per instructions, for the booked route.
3. Keep Mobile phones in the bag in switched off condition during run.
4. Undertake only essential writing work during train journey. Non-essential paperwork should be undertaken at the lobby before departure or during train stoppage. (Ref: Board's letter no. 2025/Elect(TRS)/113/5 (Committee-paperwork) dated 01.05.2025).
5. Do not isolate safety devices like VCD, AWS, etc., while on duty.
6. Do not start the train unless the signal is taken 'Off' or proper authority is received.
7. **Call out signal aspects loudly and clearly using hand gestures** (raising the hand toward the signal). LP/ALP must acknowledge by repeating. Motormen should perform self call out.
8. Conduct Brake Continuity and Brake Feel tests as per procedure. Report poor brake power or train control to the TLC/Section Controller at the first opportunity and log it in CMS/unusual register at 'Sign-Off'.
9. Reduce speed gradually when approaching restrictive signal aspects (one/double yellow); **do not assume the aspect** of the next signal.
10. ALPs should keep one hand on the RS valve while passing a signal showing 'one yellow' aspect, enabling immediate application of the emergency brake if train speed is such that it may not stop before the signal displaying 'Red' aspect. Practice for application of emergency brakes through RS valve should be done at time of every Sign-ON.
11. ALPs must not hesitate to apply the emergency brake if they detect an unusual situation.
12. LP to focus on signals and ALP to perform look back in necessary conditions.
13. Familiarize your self thoroughly on working in abnormal conditions/failure in Automatic Territory as per USR 9.12.
14. Do not use walkie-talkies to obtain signal aspects or operational instructions from station staff.
15. Stop at least one loco length before a signal at the 'On' position, provided the fouling mark is clear, to ensure clear visibility from the cab.
16. Use the train brake (A9) or loco brake (SA9 for light engines) for precise control at low speeds or to stop the train/loco at the desired location.
17. ALPs to inspect the machine room/HT compartment after checking the undergear at scheduled/unscheduled stoppages and not during run. (Ref: Board's letter no. 2007/Elect(TRS)/225/7 (Neutral section) dated 12.10.2023)
18. Follow the correct cab change procedure for both single and multiple locomotives. Ref : 2022/Elect(TRS)/113/1(Safety Misc) dated 30.11.2023.

19. During yard movements, give special attention to shunt signals. Ensure the 'Off' aspect is clearly visible before proceeding.
20. Do not rely solely on hand signals from shunting staff. Crew must verify that the points are properly set and locked before passing a shunt signal in the 'Off' position to avoid operational mishaps.
21. During shunting operations, the locomotive must be operated from the leading cab (single/multiple locomotive formation), and the configuration switch (shunting mode switch) must invariably be used.
22. Avoid packing personal belongings while the train is still moving and approaching the terminating station.
23. Do not take alcoholic drink, sedative, narcotic, stimulant drug or Preparations, as instructed in G&SR 2.09

Instructions for Officers and Supervisors

1. Regularly issue updated signal location booklets to all crew.
2. Counsel LPs/ALPs on working in Automatic Signaling systems, as defined in standard training regime as per Railway Board letter no. 2023/Elect(TRS)/225/7 Pt.I(Trg) dated 13.07.2024.
3. Educate all running staff on the Unified Subsidiary Rule to GR 9.12 (USR 9.12) for working in automatic signaling sections during signal failures. Emphasis should be placed on authorities and speed limits specified in USR 9.12. (Ref: Board's letter no. 2024/TT-IV/12/10 dated 08.04.2025). Training videos developed by ZRTI/Chandausi are available on Chalak Dal App. All running staff may be counselled for the same.
4. FogPASS devices should be issued to all crew throughout the year. Important and critical landmarks like signals on curvature/right hand/extreme ends, PSRs, etc should be more prominently/repeatedly alerted. Routes and landmarks should be promptly updated in FSDs, upon any changes.
5. Provide walkie-talkies to all crew; devices must be fully charged and in working condition for effective communication between crew and guard.
6. Walkie-talkies should be treated as lobby equipment. Ensure they are returned to the lobby at the time of 'Sign-Off'. (Ref: Board's letter no. 2007/Elect(TRS)/440/14 Pt. dated 28.05.2025)
7. Ensure adequate facilities in running rooms to promote quality rest for running staff. Conduct surprise inspections to verify conditions.
8. Organize safety seminars for family members to promote awareness about the importance of proper rest.
9. Analyze CUG call logs regularly through CMS and take disciplinary action in case of violations.
10. Officers/LIs on footplate duty should observe silently and minimize interaction. Counseling must be done in lobbies.

11. Ensure proper visibility of signals (both day and night) through the Signal Sighting Committee. Prompt action should be taken to rectify deficiencies.
12. Regular analysis of SPM speed charts must be ensured, followed by counseling of identified Loco Pilots. Existing provisions in CMS and **1 sec On-Demand data of RTIS** may also be utilized to maximize the analysis count.
13. Ensure effective night inspections at all levels. Conduct surprise footplates, particularly in automatic signaling sections, to assess crew alertness. Full beat footplate with nominated crew must also be performed as per norms.
14. Regular footplate inspections should also be carried out on DFC routes, especially during night hours, to monitor alertness and adherence to protocols. (Ref: Board's letter no. 2025/Elect(TRS)/113/Safety Misc. dated 15.05.2025)
15. Sectional gradients must be clearly displayed in crew lobbies, with critical locations prominently marked.
16. Monitor duty hours closely and ensure that Under-rested crew should not be booked under any circumstances.
17. Lobby supervisors should be instructed to ensure compliance with continuous night duty norms.
18. Conduct breathalyzer tests as prescribed. Only RDSO-approved equipment should be used.
19. Conduct root-cause analysis for every SPAD case. Share findings and preventive measures during counseling sessions and with training centers for broader learning. Discuss SPAD/accident cases—including those from other zones—in training centers to raise awareness.
20. Modification of VCD acknowledgement switch - RDSO MS 505 Rev'1' dt 25.02.2025 and seat for inspecting officials may be provided in all locomotives at the earliest.
