

Foot-plate inspection & related issues

BY

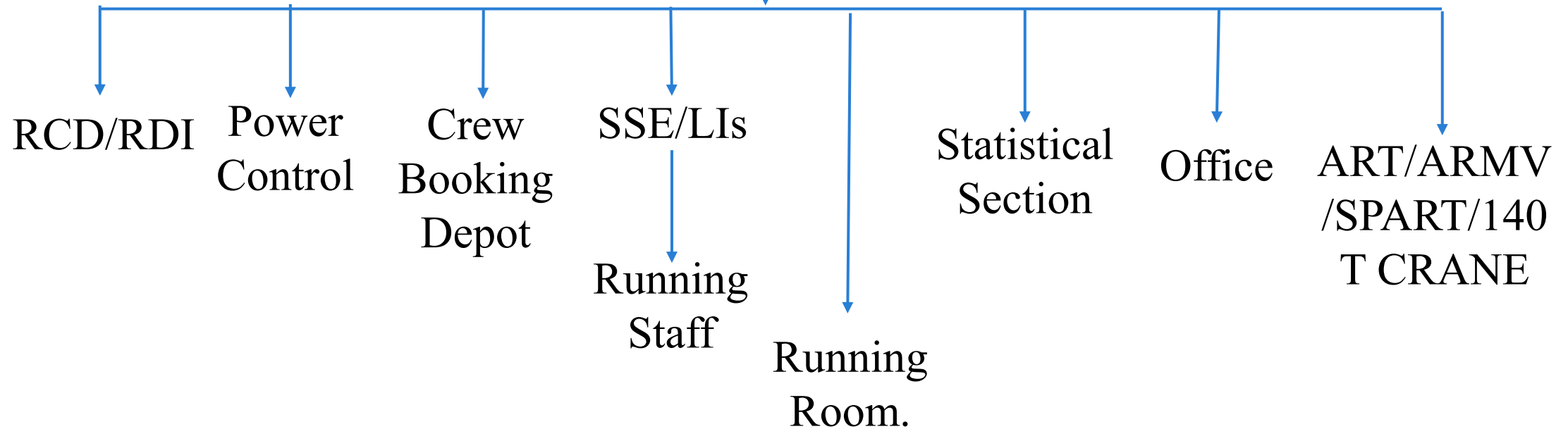
AVINASH PRAKASH

PROFESSOR (DIESEL TRACTION)

IRIMEE JAMALPUR

Sr.DME(P)/DME(P)

AME(P)



Issues for Discussion

- ☐ Road Learning
- ☐ Categorization of LPs
- ☐ Duties of Loco Inspector
- ☐ Duties of Loco pilot
- ☐ SPAD
- ☐ Train Operation during Foggy & Inclement weather
- ☐ Foot-plate
- ☐ Crew Management System

ROAD LEARNING

During the road learning period, driver/assistant drivers travel in the section on engine and make themselves aware with the following aspects of train working.

- Locations of signal at each station of the section.
- Idea of visibility of signals of each station.
- Intermediate block signaling in section.
- Automatic and semi-automatic signals.

ROAD LEARNING

- Location of spring points in section.
- Approximate idea of gradient of the section and ruling gradient.
- Siding at various places in section where goods train are placed or removed.
- Locations of Permanent speed restriction in section.
- Maximum load allowed in section with single and multiple locomotives.

ROAD LEARNING

- Banking section where backer is provided to avoid stalling of the train.
- Maximum permissible and booked speed of the train in section.
- Idea of capacity of loop lines at various stations.
- Idea of running time in section.
- Restriction of not stopping the good trains at certain stations or signals.

PREScribed ROAD LEARNING PERIOD:

As per unified S.R under 3.68 (6)

- Every new driver should be given three trips (up and down separately) for familiarizing himself with the section(s) on which he is rostered for duty.
- Out of three trips, one trip to be given in night i.e. between 20.00 hrs. to 06.00 hrs.
- On Ghat section and automatic territories :- minimum 6 trips
- On promotion to or officiating to Loco Pilots (Goods), further road learning as mentioned above to understand train dynamics.

If the driver has not operated on a section for over three months, he should be given road learning trips as per schedule given below :-

Duration of absence	Nos. of trips	Nos. of trips On Ghat section and automatic territories
3 to 6 months	One trip	Three trips
6 months to two years	Two trips	Three trips
Over two years	Three trips	Six trips

Categorization of LPs:

- On the basis of monitoring done by LI of their nominated LPs
- A, B, C & D, as per Board's guidelines contained in letter no. [97/Safety-I/23/15 dated 29/03/2007](#)
- The periodicity of monitoring of the LP as per their category is: 'A' are once in three months, 'B' once in two month and 'C' once in a month by their nominated loco inspector.
- All new Goods LPs should be treated as 'C' category, for first 12 months.
- Regular issue of Safety Circulars, General Instructions,
- Safety Camp and Meetings.

Accident prone and alcoholic drivers

- List of drivers are maintained which is known
 - I. list of alcoholic drivers and
 - II. list of accident prone drivers.
- based on the monitoring reports received from loco inspectors.
- Accident prone drivers will require frequent monitoring and counseling
- Similarly more ambush checks are required to be done on alcoholic drivers to find out whether the condition of driver is sober.

Duties of LI

- Counselling and foot-plate monitoring of LPs and ALPs, as per Category & Freq.
- Improve the engineman-ship and habits/attitude of LPs.
- Improve the technical & troubleshooting knowledge of LPs.
- Improve the operating & safety knowledge of LPs.
- Imparting proper LRD and recommending Initial Competency.
- Inspection of signals with signal-sighting committee & give recommendation.

Duties of LI

- Surprise inspection/ambush check/Safety Drive for LPs.
- Periodical checking of LP's personal equipment and stores.
- Checking of Speedometer records, Data Logger, VCD, REMMLLOT & other loco-records to analyse driving
- Preparing TRIP RATION
- Make Joint Note with SSE (P.Way, C&W,)TI, CSI etc for accidents enquiry
- Escorting during VIP movement

Duties of LP

- Take complete prescribed rest at HQ/running-room, before SIGN ON for duty.
- Do not make journeys from HQ in HQ-rest. Do not waste rest-time.
- Do not take alcohol, sedative or any other self-medication before joining duty.
- Keep physical and mental health at his best.
- Should not become overdue for PME, Refresher and LRD.

Duties of LP

- Should possess proper competency to drive the type of loco.
- Should report to Lobby in time for the booking-call.
- Should acknowledge & read all the instructions, Safety Circulars, Notices etc.
- Should Sign-On in “Fetch As Per Rule” in CMS, and undergo BA Test, Bio-Metric attendance, acknowledgements of Safety Circulars, Notices etc. in CMS.
- Take the copy of Caution Order and go through it.

Duties of LP

- Implement coasting, regenerative braking, use APU wherever possible.
- Use sanders, wipers, horn, head-light, marker-lights, whenever required.
- Keep an eye on Loco Parameters such as TM Load current, BP/FP reading, AFI etc.
- Do not overspeed and follow all the caution orders correctly.
- Avoid jerks, stalling, wheel-slipping, wheel-skidding, rail burns, PF overshoot.

Duties of LP

- Take note of unusual wrt Loco, Track Signal etc. on run.
- Be confident, attentive and keep the train always under control. No SPAD.
- Work as per signals, do not presume signals, do not be over-confident.
- While signing-off, report any abnormalities on run.
- Run at booked speed, following all necessary speed-restrictions.

SPAD

- LP failed to pick-up or locate the signal.
- LP picked-up the right signal but failed to read its aspect to act.
- LP picked-up the right signal and its aspect but failed to react in time, due to
 - ✓ Waiting for signal-aspect to change till last (over-confidence).
 - ✓ Inattentiveness (micro-sleep etc.) causing late application of brakes.

SPAD

- LP picked-up the wrong signal (not meant for him).
- Signal changed to “Danger” at the last moment.
- LP experienced sudden loss of brake-power in the rake.
- LP was suddenly incapacitated

STRESSES ON CREW



- Has to work with full concentration & alertness, all the time. (monotonous)
- Irregular timings of sleep, food.
- Works in hot and noisy environment.
- Cab-seat not ergonomically designed.
- Can't attend natural calls.
- Causes CRO and HRO inadvertently.
- Less time to attend family and domestic works.
- Pressure of over-hours, fatigue, more signals, punctuality, stalling, trouble-shooting, passenger lives.

Other reasons contributing to chances of SPAD are :-

❑ Inattentiveness or Distraction due to ..

- Gossiping with ALP or other persons in Loco-Cab.
- Talking on mobile (CUG or personal).
- Listening to music on head-phone or ear-phone.
- Eating meals or writing in Memo-Book etc., while approaching signals.
- Day-dreaming or under some mental tension, or under fatigue.
- Not calling-out signals loudly and not repeating it with ALP.

Other reasons contributing to chances of SPAD are :-

- Bad controlling habit :- Developed undesired habit of sudden-braking/late-controlling.
- Over-confidence :- May do wrong picking of signal or mis-judgement of braking-distance.
- Presumptions :- LP gives precedence to presumptions or past-history, and not to his signal.
- Medical problems :- Hidden from Railway Doctor, during PME.

Instruction of safety directorate to prevent SPAD vide RB letter no. 2015/Safety(DM)/SPAD/1 dated 20.04.2017

- Punishment as per Railway Board norm
- No vacancy in any categories
- Categorisation of Drivers
- Event recorder, REMMLOT, Data logger , VCD report analysis
- Breath Analyser
- Phone switch-off during run
- Calling out of signal
- Brake continuity test & brake feel test, whistling habits

Instruction of safety directorate to prevent SPAD vide RB letter no. 2015/Safety(DM)/SPAD/1 dated 20.04.2017

- Application of emergency brake by ALPs
- Over speeding tendency, breaking & powering habits
- Signal sighting committee
- Night inspections
- Grievance redressal mechanism

❑ Questionnaire in case of SPAD vide Railway Board letter no. 2015/Safety(DM)/SPAD/1 dated 15.12.2015

Train Operation during Foggy & Inclement weather-

- Latest order issued by [Railway Board letter No. 98/Safety \(A&R\)/19/16 dated 25.10.2019](#)
- Use of Fog safe Device- speed can be enhanced from 60 kmph to 75 kmph



- Adequate supply of detonator to be ensured
- Line marking across the track at the sighting Board

Train Operation during Foggy & Inclement weather-

- Improve visibility of signal sighting boards, Whistle Boards, fog signal posts and busy vulnerable crossing gates by painting or proving luminous yellow/black strips
- Lifting Barriers
- Sigma Board
- VTO- Visibility Test Object



Precautions by Loco Pilots during Foggy weather

- In absolute block system-Speed less than 60 kmph
- In automatic Block territory(with fog pass device)-
 - a. Automatic stop signal green- speed < 75 kmph
 - b. Automatic stop signal double yellow- speed < 30 kmph
 - c. Automatic stop signal yellow- speed < restricted speed
- Whistle frequently
- First stop signal location kilometre chart
- Prevailing Fog situation should be advised to Crew & Guard in lobby during “SIGN ON”

Working of Mail/Exp. train by LP(Goods) in emergency

- Guided by Railway board letter no. 97/Safety-I/11/9 dated 25.03.2015
- Rajdhani/Shatabdi/Duranto- not be run by LP(Goods) in any circumstances
- Rest mail/Exp. And diverted mail/exp trains can be run by LP(Goods) in emergency with conditions imposed as per above reference letter
- Only A Grade LP/Goods from the panel prepared
- If no empanelled driver available- LI must accompany

Why Foot-Plate

- to review/judge their system of maintenance, organization discipline, level of alertness etc. from time to time.
- the performance of all the department involved in train running.
- As a Mechanical (Power) officials, the main attention is given to punctual train running and performance of the crew and loco.
- Crew can be counseled / monitored only when they come for duty at the time of sign on and also during their journey by way of foot plate inspection.

Items to be checked while carrying out Foot Plate Inspection by an Mechanical (Power) Officials:-

- the name of the crew and train detail like load, brake power certificate (BPC) etc should be noted down.
- Observation of loco to be taken can be summarized as under:-
 1. Inspection of loco log book and observing the nature of defect booked by driver and action taken by trip shed/homing shed.
 2. Type of speedometer and its working condition.
 3. Condition of head light, flasher light and marker light.
 4. Condition of horns/wipers.
 5. Condition of safety fittings of locomotive as observed visually.
 6. Condition of fire extinguishers and its date of filling.

Items to be checked while carrying out Foot Plate Inspection by an Mechanical (Power) Officials:-

- Driving technique:-

1. The method of starting/ stopping the train
2. Coasting of driver
3. Negotiating the gradient
4. Negotiating the caution order
5. Calling out the signal aspect and road knowledge
6. Whistling at LC gates and curves
7. Exchanging the signal with station staff
8. Testing of brake power of train at first opportunity

Items to be checked while carrying out Foot Plate Inspection by an Mechanical (Power) Officials:-

- Observations of the crew:-
 1. General working and trouble shooting knowledge of driver/asst. driver.
- Personal particulars of the driver:
 1. Date for refresher course done.
 2. Date of last periodical medical examination
 3. Date of competency certificate issued for working in ABS territory (if applicable)
 4. Section where he is due for road learning.
 5. Availability of personal store with driver.

Items to be checked while carrying out Foot Plate Inspection by an Mechanical (Power) Officials:-

- General Working:

1. Signal exchange by points-man and station master while train is running through.
2. Alertness of gateman at level crossing gate.
3. Whether caution order boards are correctly displayed as per caution order issued.
4. Whether any jerk or lurch noticed – the Km/location of such position of track to be noted.

Items to be checked while carrying out Foot Plate Inspection by an Mechanical (Power) Officials:-

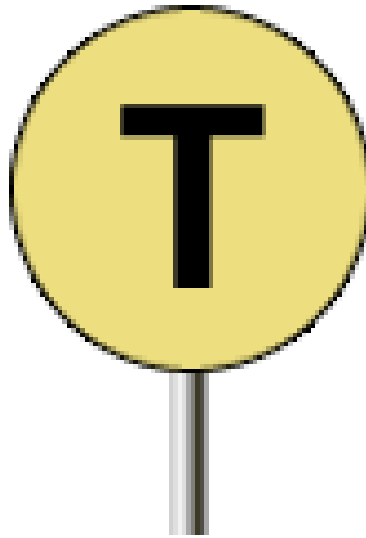
- Visibility / irregularity of signals:
 1. If any of the signal is not visible properly the same are to be taken a note of. If any signal irregularity like a blank signal, bobbing signal etc are noticed, the same should also be noted down.
 2. Whether drivers of the trains crossings on double line section for the train coming from opposite direction are using the dimmer of the head light to enable better visibility of signals for the train coming in opposite direction.

Various symbols & Boards provided for LP

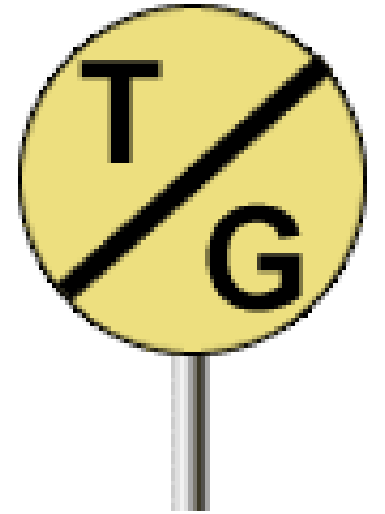
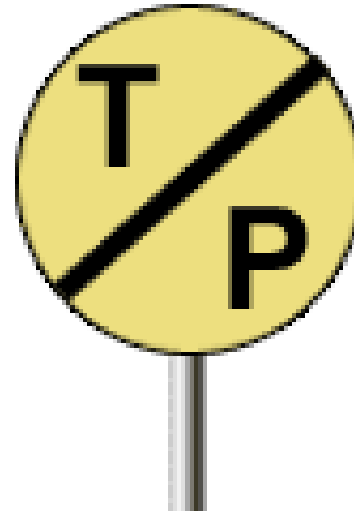
Speed Limit Board



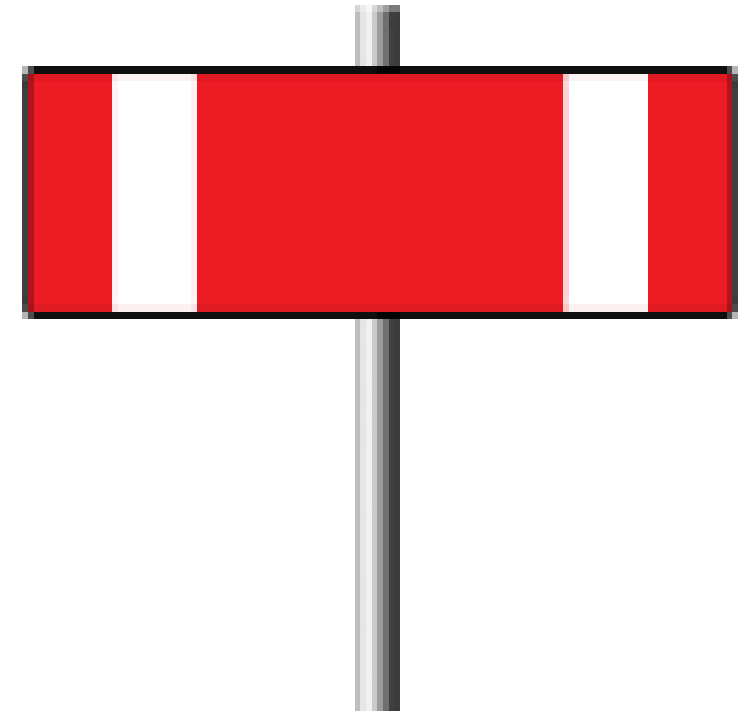
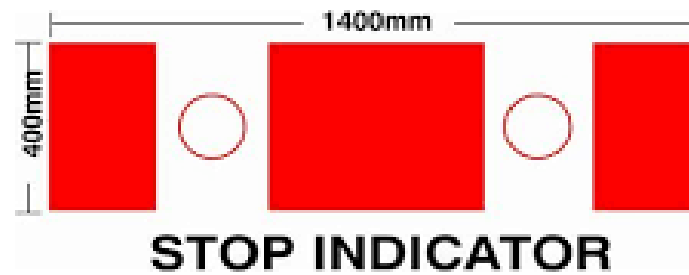
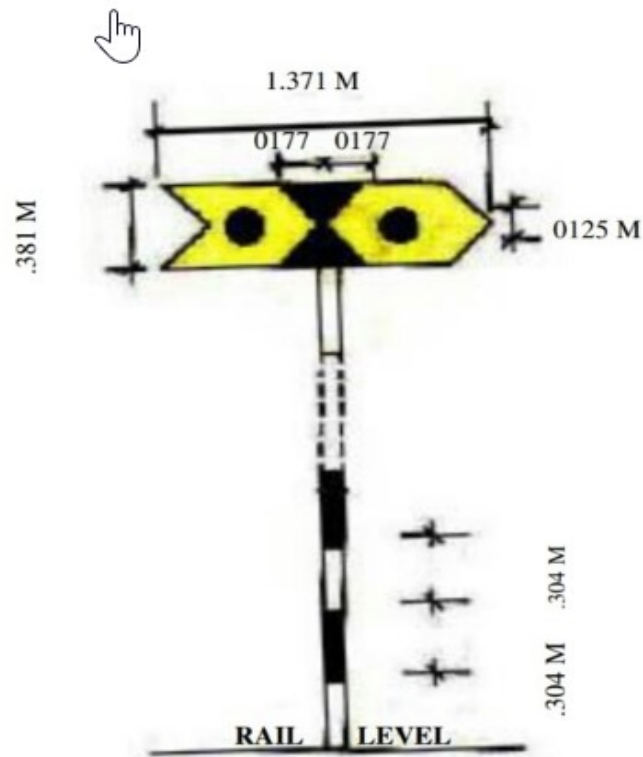
Speed Termination Board



Speed Termination Board for Passenger and Goods train.



Caution indicator & Stop Indicator

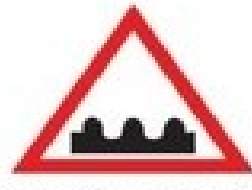


Whistling / Whistling & Level-crossing Board.

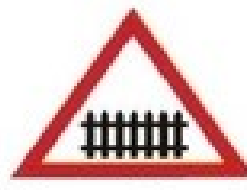




Unguarded
Rly. Crossing



Hump Warning Sign



Manned Level
Crossing



Stop Indicator



Stop



Speed Limit
Indicator



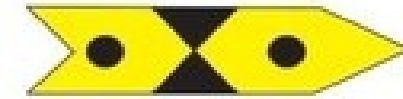
Whistle
Indicator



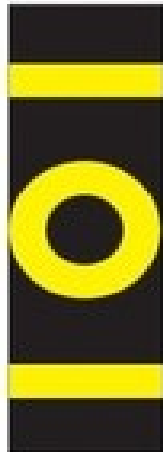
Termination
Indicator



Termination Indicator



Caution Indicator



Warning for
Goods Train



Warning for
Goods Train



Shunting Limit




MECHANICAL DEPARTMENT

MINIMUM QUOTA OF INSPECTIONS PER MONTH

DIESEL LOCO SHEDS

Type of Inspection	JA	SS	JS	Supervisors DF/EF
Super check of Diesel Locomotives	4	4	6	8

OPERATIONAL ASPECTS

S.No.	Type of Inspection	JA	SS	JS	Supervisors	
					LF	SLI/LI
1	Footplate	3	5	8	--	12
2	Crew Booking (Day/Night)	1/1	2/1	2/1	4/4	2/2
3	Running Room	1	1	1	1	1
4	Ambush Check	1	1	1	--	2 
5	Safety Seminar	Qtly	Qtly	Qtly	1	--
6	Dsl. Installation	1	1	1	2	1
7	ART	Qtly	Qtly	Qtly	1	--
8	Monitoring of Drivers and Asstts.	Each Driver and Asstt. Is assigned to a SLI/LI. They must be covered once in three months				
9	140t Crane	Qtly	Mly	Mly	Bi Mly	--

Checklist for Foot-Plate Inspection

Crew Management System:

Following are the main objectives:

1. Optimum and effective utilization of crew through monitoring of mandatory requirements
2. Effective scheduling and assignment of train crew
3. Ensuring schedule HQ rests of the crew
4. Paperless Lobby - Calls for booking through SMS, Caution Order, Circular, Sign On/OFF
5. To generate computerized mileage report for direct submission to P Branch for payments.

Crew Management System:

Main functions envisaged in CMS are:

□ Planning and control:

1. Booking of crew (Coaching, Freight and shunting)
2. Scheduling of mandatory requirements due (Medical, Training, road learning and Loco compatibility)
3. Optimum utilization of Crew
4. Availability of crew position to all concerned "online"

Crew Management System:

Main functions envisaged in CMS are:

☐ Safety

1. Exposure to current circulars
2. Exposure to Caution Orders in force
3. Crew monitoring by Inspectors
4. Grading of Crew
5. Adequate rest

Crew Management System:

□ Analysis:

1. Crew utilization
2. Longer hours working
3. Overtime working
4. Outstation rest
5. Crew balancing
6. Current crew position to all concerned "online" at any given time.

Crew Management System:

☐ Others

1. Generation of CTRs based on Crew sign ON/OFF.
2. Availability of MIS reports "online".(Bio-data, 10 Hrs reports, PRs, Violation of rules while booking crew, Etc.)
3. Employee's self service.
4. SMS call serve.
5. SMS enquiry of position by crew. Alerts to lobby staff.
6. Alert to LIs.
7. Multilingual operations.
8. Inter lobby communication.

A close-up photograph of a spider web covered in dew drops. The web is made of thin, silken threads that crisscross across the frame. Numerous small, clear dew drops are clinging to the threads, some appearing as bright highlights against the darker background. The background is a soft, out-of-focus mix of blue and green, suggesting a natural outdoor setting. Overlaid on the center of the image is the word "Thanks" in a large, bold, yellow sans-serif font. The text is slightly transparent, allowing the web and dew drops to be seen through it.

Thanks

5-10-8

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD**

No. 2017/Safety(DM)/7/25/Pt./4

New Delhi dated 03/07/2018

**The General Managers,
All Zonal Railways &**

**The Managing Director,
KRCL.**

**Sub: Road learning for running staff – Issue of unified S.R
under G.R 3.78 (6).**

Norms for road learning for running staff has been prescribed by Zonal Railways in their S.Rs which are not uniform across Indian Railways. As running staff are working beyond Divisional/Zonal boundaries, it is essential that rules/procedures/guidelines followed by Zonal railways are made uniform across the Indian Railways. It has, therefore, been decided by Board (MT) that all Zonal Railways should frame unified S.Rs on the subject as per enclosure to this letter.

Please acknowledge receipt.

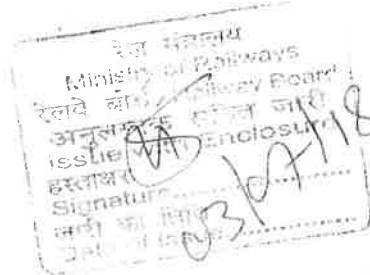
DA: As above.

V — 4
(Vinod Kumar)
PED/Safety
Railway Board

कृपया जारी करें
आनिल

03.07.2018

O/C



**Road learning for running staff – Issue of unified S.R under
G.R 3.78 (6)**

SR: 3.78 (6) (a) Every loco pilot/assistant loco pilot should be given 3 trips (up and down direction separately) for learning road out of which one must be by night to familiarize himself with the section (s) on which he is rostered for duty. On ghat section and automatic territories minimum 6 trips of road learning shall be provided in both the directions. If more than one line is available in a section, at least one trip road learning in each line shall be provided.

(b) On promotion to or officiating as LP (Goods) road learning as prescribed in S.R 3.78 (6) (a) has to be provided to loco pilot to understand train dynamics.

(c) If loco pilot/assistant loco pilot has not operated on a section for over 3 months, he should be given road learning trip/s as per the schedule given below:

Duration of absence	No. of trips	No. of trips on Ghat Section and Automatic territories
1) 3 to 6 months	One trip	Three trips
2) 6 months to 2 years	Two trips	Three trips
3) Over 2 years	Three trips	Six trips

(d) Any additional trip/s considered necessary should be provided with the approval of the controlling branch officers of the Division.

(e) The scale of the trips provided as above would apply to all systems of working.

(f) A register should be maintained at the crew booking point. A loco pilot/assistant loco pilot should record in the register 15 days in advance that he is lapsing road learning in a section. Also, the base depot should keep a record of the date of the last trip performed by a loco pilot/assistant loco pilot on different sections and update it every first of the month. On the basis of these records, depot in-charge should book loco pilot/assistant loco pilot for road learning on a section where it is required.

(g) The record of Road learning may also be kept in Crew Management system.

Pl. issue.
A-1 Ram
29/3/07

SNB 83

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD.

No.97/Safety-I/23/15

New Delhi, dated 29 -03-2007

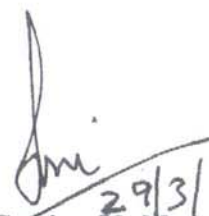
General Managers,
All Indian Railways.

Sub: Revised policy for categorization of Drivers.

The NFIR had raised certain points relating to the above policy with suggestions for further improvement issued vide Board's letter of even number dated 19-05 2006. Board has reviewed the policy. The Drivers' Grading Booklet Revision - I as approved by Board is enclosed for uniform implementation on all Zonal Railways.

Please acknowledge the receipt and confirm the compliance subsequently.


Encl: As above.



(Sanjay Kubba)
29/3/
Director(Safety)I,
Railway Board.


Copy to: -


Chief Safety Officer all Indian Railways, All Federations: AIRF, 4 State Entry Road,
NFIR, 3 Chelmsford Road, DG/RDSO, AM(Elec.), AM(Mech.), AM(Staff) Safety (A&R)


29/3


29/3


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29/3/07
o/c



DRIVERS' GRADING BOOKLET

REVISION I

GRADING BOOKLET - Revision I

Instructions to LIs and Drivers

1. A revised policy for categorisation of drivers into 'A', 'B' 'C' and 'D' grades has been formulated by the Board. This 'Grading Booklet' gives the instructions for carrying out the grading of drivers and for the usage of this booklet. Attached with the booklet is a flow chart giving the complete logic of driver categorisation and procedure thereof.

LIs to keep monitoring their allocated drivers as per periodicity and schedules laid down by the individual railways. Every driver will be categorised by his LI at the end of period prescribed in this grading book for the purpose of categorising him as 'A', 'B' 'C' and 'D'.

2. Revised Policy for Categorisation of Drivers

- For evaluating a driver's overall performance, attributes which a driver is expected to possess have been listed out under different heads.
- The LI is required to carry out the grading of the driver as per these attributes only and should not use his own discretion for assessment.
- The various attributes for this categorisation have been quantified and norms for these are as under :

- Driving Technique	- 25 marks
- Knowledge of Safety and Operating Rules	- 30 marks
- Technical Knowledge and Trouble Shooting	- 15 marks
- Personal Habits	- 10 marks
- Accident Record (during the last 5 years)	- 20 marks

Total	100 marks
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- A total of hundred attributes have been listed which are common for both Diesel and Electric drivers.
- Each attribute will carry 1 mark. LI is required to allot 1 mark if driver's performance is adequate and 0 if inadequate.

- Actual attributes/performance that are required to be evaluated can vary from one division to another. For example, in case a division does not have automatic signalling section, then drivers' performance regarding the same will not be evaluated.
- Actual attributes/performance that are required to be evaluated would depend on the grade of the driver. For example, performance of a goods driver will not be evaluated regarding recovery time available in WTT in case of late running.
- There will be negative marks, as under, which would be awarded to Driver in case he is addicted to alcoholism :

(a) Chronic	15 marks
(b) Habitual	10 marks
- After marks are awarded attribute wise and deduction of negative marks, if any, the final grades would be awarded as follows :

• 80 and above	- 'A' Category
• 60 and above but less than 80	- 'B' Category
• 50 and above but less than 60	- 'C' Category
• Below 50	- 'D' Category
- This grading booklet has provision for entry of five consecutive gradations.
- This grading booklet will be kept with LI but driver has to acknowledge this booklet after each grading so that he knows his weak areas, where there is scope for improvement.
- Summary of the grading in difference attributes will be kept in the divisional office with Sr. DME / Sr. DEE (Opt.)
- The division should maintain a database on gradation of drivers on the to enable the administration to identify those areas where majority of drivers are weak or where their knowledge is less than adequate. On the basis of this information, additional emphasis should be given to those areas during training of drivers in ZTCs/STCs.

Periodicity of review / revising grading :

- 'A' category driver will be graded once every 3 years, 'B' category driver once every 2 years and 'C' category driver as per the procedure/periodicity given in para 4 below.
- 'D' category drivers will be dealt as per the procedure in para 5 below.
- Staff on promotion to goods drivers and also new entrants will initially be assigned 'C' category notionally.

4. Procedure/Periodicity for 'C' category drivers:

- New entrants as also those promoted as goods drivers will initially be put in 'C' category.
- A new entrant as Asst Driver and also newly promoted driver will be allowed to perform footplate duties and would be re-evaluated by the nominated LI after one year. Subsequent to the evaluation, unless he has improved to at least 'B' category, he would be sent for an out of turn refresher course. After completing this out of turn refresher course, he will again be put on footplate duties for yet another 6 months and again re-evaluated. If he still does not improve to at least 'B' category he shall be taken off from footplate duties and compulsorily be de-categorised as 'D'.
- Those drivers already in category 'B' or above but found to have fallen to 'C' would be sent for an out of turn Refresher course followed by 6 months of active footplate duties. They would be further re-evaluated by their nominated LI and in case they don't improve to at least 'B' they would also be compulsorily de-categorised as 'D'.

5. Procedure/Periodicity for 'D' category drivers:

- As soon as a driver falls in 'D' category he shall not be allowed footplate duties and instead sent for out of turn refresher course. Those found addicted to alcoholism as habitual /chronic will also be sent for rehabilitation camp in terms of Board's policy No.2001/Safety-I/23/4 dated 27.11.2001.
- On completion of out of turn refresher and/ or rehabilitation he would be tested on a simulator followed by an interview and a grading by a panel of 3 LIs, appointed by the concerned Sr. DEE/ Sr. DME. The evaluation by

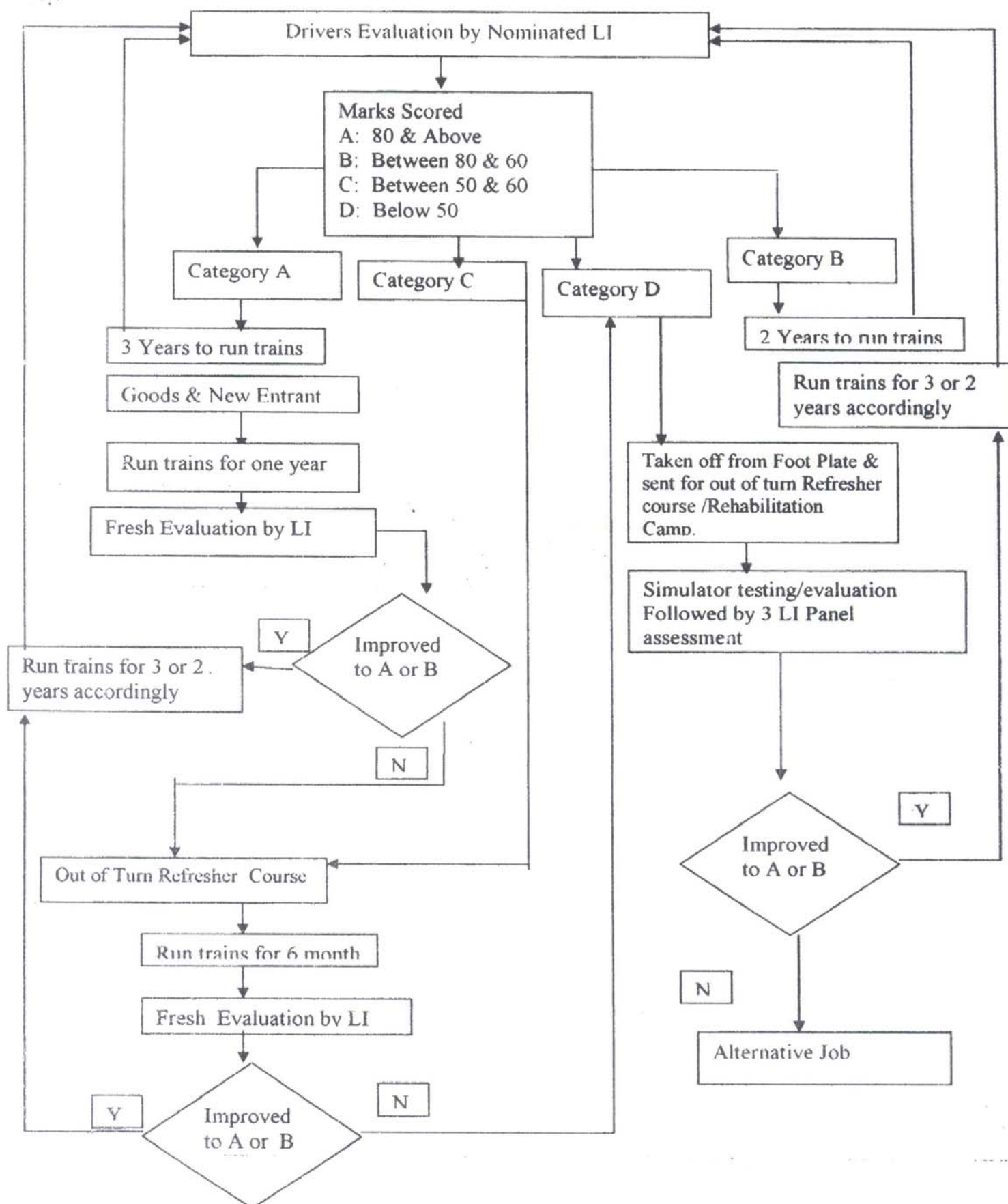
LI's will not only be based on the marks grading criteria but on an overall realistic evaluation of the driver under question. In case he is not able to improve to at least 'B' category he would be reassigned to an alternate category, which would not be Non-Technical Popular Category (NTPC). Reassignment to an alternate category would be done on recommendations of the LI's panel to the concerned branch officer (Sr. DEE/ Sr. DME).

- Drivers refusing to attend rehabilitation camps or found drunk on duty, etc. will continue to be dealt with as per alcoholism policy No. 2001/Safety-I/23/4 dated 27.11.2001.

6. General instructions

- Safety grading of drivers would not be linked to promotion. However, should a promotion become due to a 'C' or 'D' category driver, it would be processed on a provisional basis under a sealed cover, with the stipulation that it would be effective from the date of acquiring the superior grading of at least 'B'. Proforma fixation would be allowed.
- Those who return to active driving after a spell of stationary duty/ absence of more than 90 days, will be evaluated after completing active driving for a period of one month and further dealt with according to the category thus assigned.

Drivers Categorization



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**Government of India
Ministry of Railways
(Railway Board)**

No.2009/Safety(DM)/6/12/Committee

New Delhi, dt. 2.11.2012

**Chief Safety Officers
All Indian Railways**

Sub: Policy on Drunkenness on duty
Ref: Board's office letter of even number dated 4.6.2010

Ministry of Railways (Railway Board) constituted a Committee to review the existing policy on drunkenness on duty vide Board's letter No.ERB-I/2012/23/11 dated 5.3.2010. The committee submitted its report on 28.9.2010 after deliberation at Board level including CRB, ML, Adv(ME), etc whose suggestions have been duly incorporated in the revised Policy (2012) of Drunkenness on duty. In this regard, Chairman Railway Board has desired to know the practical aspects of holding de-addiction camps over Indian Railways and financial implications in holding de-addiction camp.

It is requested that the above information may be furnished at the earliest by FAX no.011-23385836.

28/9/12
(Sandeep Jain)
Director (Safety-III)
Railway Board

REVISED POLICY (2012) OF DRUNKENNESS ON DUTY

1. Aim of the Revised Policy :

The aim of the revised policy on Drunkenness on duty is as under

- (i) Ensure that staff who are habitual of drinking are identified.
- (ii) Such staff is counseled about the ill effects of alcoholism.
- (iii) Prevent risk to co-staff, passenger / general public from abuses of alcohol by staff in safety category posts as well as those in Public contact.
- (iv) Prevent any risk to safety in train operations from drunkenness on duty.
- (v) Sufficient opportunity is given to such staff to shun their habit.
- (vi) Ensure deterrent action against such staff who are incorrigible.

2. Staff Covered:

Staff who would be covered under the Revised Alcohol Policy are in two categories which are as under:

Category 1 :

The staff who are directly involved in train operations/train passing.

- (i) Train running staff i.e. Drivers / Motormen / Asstt. Drivers / Guards etc.
- (ii) Train-passing staff i.e. ASMs / SMs / Station / Yard staff etc.
- (iii) Pointsmen / Levermen / Cabinmen / Switchmen etc.

Category 2:

On-board staff which is not directly involved in trains operations or train passing. These railway staff in drunken condition brings dishonour and disrepute to the railways but do not endanger safety.

- (i) On-board Mechanical, Electrical, Commercial, Operating, RPF staff etc.
- (ii) Other on-board non- Railway staff including Private catering staff.

3.0 Plan of Action:

3.1 Preventive strategy

- (i) Since running staff are directly involved in train running and mistake on their part may cause a serious accident which is detrimental to safe running of trains, the running staff viz Loco Pilots, Assistant Loco Pilots and Guards shall undergo breathalyzer test both at the time of Signing-ON and Signing OFF as per the existing Railway Board instructions.

- (ii) All the staff listed at Para 2 above shall be subjected to sample test / surprise test by supervisors and officers carrying portable breathalyzers.
- (iii) All Sr. Supervisors should be advised to take feedback from different sources and maintain a list of staff working under them who are habitual of drinking.
- (iv) In case any staff is found habitual of drinking during initial training his services should not be confirmed.
- (v) All Railway staff should be counseled that it is their moral duty to report in case above category staff is found under the influence of alcohol.
- (vi) Such Staff identified to be habitual should be made aware / counseled of the following during mandatory courses / trainings at training centres and during Periodical Medical Examinations (PMEs)
 - (a) Short-term / long-term ill effects of alcohol.
 - (b) Not to take alcohol eight hours before going on duty or while on duty.
- (vii) All crew lobbies must be provided with State of the art breathalyzers capable of indicating exact level of Alcohol content in the blood including printouts need to be introduced. These breathalyzers should necessarily have the memory function so that a printout can be taken at a convenient location / time in case of suspect. A standby breathalyzer should also be available.
- (viii) All supervisors / inspectors associated with above category of staff must be provided with portable breathalyzers for conducting surprise checks.
- (ix) All these Supervisor / Inspectors should normally carry portable breathalyzer when on inspection on line.
- (x) No Running staff will be allowed to 'sign on' for duty without undergoing the breathalyzer test.
- (xi) In case the result of the breathalyzer test is positive then a printout of the readings must be obtained for further D&AR action and endorsement should be made in his service records.
- (xii) In case the staff refuses to cooperate in undergoing the breathalyzer test, he should be taken up under D&AR treating it to be a case of positive breathalyzer test as per Para 4.0 (B) of this policy and action should be taken accordingly.

3.2 Reformative strategy

- (i) On the recommendations of Doctors such identified habitual staff may be sent to de-addiction camps.
- (ii) The Zonal Railways may decide to organize de-addiction camps within their own resources or alternatively, NGOs should be identified for the purpose.
- (iii) Organizing of these camps at regular intervals must be a continuous process and should not be given up after a one time exercise and therefore, the modalities for organizing such de-addiction camps may be worked out with each NGO on a long-term basis.

- (iv) It may be decided as a policy that in case some expenditure is incurred by the railway by way of payment to NGOs, then 50% of the same may be borne by the railway and 50% by the staff concerned.
- (v) Staff who go for the de-addiction camp and successfully complete it will be kept under watch for a further period of 6 months and if they get reformed then will be taken off from the list of habitual drunker.
- (vi) In case the staff is again reported to be consuming alcohol regularly, he may be again sent for another de-addiction camp on the advice of doctor but at his own expenses.
- (vii) Staff who refuse to undergo de-addiction shall be dealt with as follows:
 - (a) No further promotion.
 - (b) Special check to be kept on their working with more frequent and surprise breathalyzer tests and blood / urine examination samples.

3.3 Deterrent Aspects :

- (i) Breath analyzer test is mandatory for running staff at the time of sign 'ON' & sign 'OFF'.
- (ii) Random surprise checks should be carried out on all the staff on duty listed at Para 2 If they refuse for breathalyzer test it should be treated as a positive test according to Para 4.0 (B) of this policy.
- (iii) Post Accident Medical Examination of all the concerned staff should invariably be resorted to immediately. This should be irrespective of whether the staff concerned is prima-facie responsible for the accident or not.
- (iv) The staff should not be allowed to perform his normal duty while waiting for the results of the Post Accident medical examination.

4.0 Punishment :

For category 1 staff,

Norms	Action to be taken
A) Alcohol level between 1-20 mg / 100 ml of blood	Staff not to be allowed to perform duty and endorsement should be made in his service records.
B*) Alcohol level >21 mg / 100ml of blood or 2 nd occasion of alcohol level between 1-20 per 100 ml of blood	Removal from service.

* Breath alcohol estimation to be supplemented with blood alcohol test till the calibrated state of art breath analyzers are available all across Indian Railways.

Punishment for category 2 staff :

When any railway servant is found intoxicated on the Railway premises or suspected to be in a state of intoxication the evidence of two independent witnesses and if possible medical report regarding his condition should be obtained. Arrangement for his relief should be immediately made and concerned authorities should be informed who will take deterrent D&AR action at the earliest.

For category 2 staff, para 172 of Indian Railway Act will also be applicable which is reproduced below :-

“if any railway servant is found in a state of intoxication while on duty, he shall be punishable with fine which may extend to five hundred rupees and when the performance of any duty in such state is likely to endanger the safety of any person travelling on or being upon a railway, such railway servant shall be punishable with imprisonment for a term which may extend to one year, or with fine, or with both.”

5.0 Changes required in Manuals and Rule Books :

The Directorate concerned of Railway Board will review following Manuals/Rule Books according to the revised alcohol policy for the Indian Railways and make amendments, if any :

- (i) Indian Railway Act.
- (ii) Medical Manual.
- (iii) General and Subsidiary rules.

The above amendments can only be carried out after holding discussions with organized labour unions.

- 6.0 A booklet should be got printed by all Zonal Railways briefly explaining the revised alcohol policy of Indian Railways, its aims and objectives along with its benefits both for the staff as also for the organization as a whole.

**Government of India
Ministry of Railways
(Railway Board)**

No. 2015/Safety(DM)/SPAD/1

New Delhi, Dt 20.04.2017

**General Managers
All Zonal Railways &
CMD/KRCL**

Sub:- Accidents due to Signal passing At Danger.

In the last financial year 51 'Signal Passing At Danger' cases were reported by Zonal Railways, out of which nine cases resulted into Collision/Derailment and remaining 42 cases were Indicative accidents. Performance over the following Railways ECoR, ECR, NCR, NER, NFR, SCR, SECR, SER and KRCL deteriorated in the year 2016-17 when compared to the previous year.

Safety Directorate has analysed SPAD cases occurred in the period from 01.04.2013 to 31.03.2017 and the analysis indicates that:

1. 60 % of SPAD cases are occurring in passenger trains.
2. Departmentally promoted crew is involved in SPAD cases is 2.4 times compared to crew recruited through RRB.
3. In 63 % of cases crew after headquarter rest are involved in SPAD.
4. 21.3 % of SPAD cases occurred in the time period 0600 to 1000 hrs.
5. In 70 % of cases crew have completed less than 6 hours of duty.
6. Crew in age group of 55- 60 are involved in maximum cases.
7. In 74 % cases lack of alertness and negligence of crew is attributed for SPAD.
8. In 18% of cases delayed brake application is attributed for SPAD.

Analysis doesn't indicate any specific reason for lack of alertness of crew resulting into SPAD. Hence, it is imperative that overall working/living conditions need to be improved to minimize stress on the running staff. In this role of Loco Inspectors and running supervisors becomes paramount and their performance needs to be monitored closely and effectively.

Safety directorate compiled various instructions issued by Board in this regard, the same is attached as annexure to this letter. Officers and supervisors may please be advised to strictly follow these instructions with an emphasis on proper counselling/monitoring of running staff. Action taken by Zonal Railway to reduce SPAD cases may be advised to Board before 15.05.2017.

Encl: 02 pages

V-4
(Vinod Kumar)
Adviser Safety

Copy to: CSOs of All Zonal Railways for information and necessary action.

Annexure to Railway Board letter No.2015/Safety/(DM)/SPAD/1 dated 20.04.17

1. All the cases of SPAD should be reported to Board in SIMS.
2. Data logger reports have to be analysed to identify unreported SPAD cases and short cut methods being followed in shunting operations.
3. All the cases of SPAD have to be thoroughly investigated to arrive at the root cause. During the course of Inquiry an effort should be made to bring out any extraneous reasons for the accident. All the relevant details should be filled in SIMS so that a meaningful analysis can be done at Railway Board. Invariably all the Inquiry reports should be uploaded on SIMS.
4. Time schedule for conducting Accident inquiries and D&AR should be strictly followed.
5. Punishment should be imposed as per the Railway board norms in SPAD cases.
6. Instructions issued vide Board letter No.99/Safety(A&R)/6/1 pt. dated 05.08.2016 regarding assigning running duties to crew involved in SPAD cases should be strictly followed.
7. Zonal Railways should complete the annual cadre review if pending and fill the vacancies at the earliest.
8. Loco inspector posts should be created in the annual crew cadre review as per the norms prescribed.
9. Vacancies in loco inspector posts should be filled up on top priority. This should be reviewed at least once in six months at Divisional level and at CSOs level.
10. Categorisation of Drivers should be carried out as per the instructions issued vide Railway Board letter No.97/Safety-I/23/15 dated 29.03.2007. Whenever Loco pilot is upgraded by LI it should be done only with a personal approval of power officers.
11. 'A' category Pilots should be monitored at least once in three months, 'B' category once in two months and 'C' category once in a month by the nominated Loco inspector.
12. Event recorder downloads of microprocessor based Locomotives should be scrutinized by Loco inspector to check loco pilot a) has carried out continuity test, Brake feel test and brake power test, b) Whistling habits, c) Over speeding tendency, d) braking and powering habits, e) Activation of VCD on run etc.,
13. Officers should check the knowledge of the Inspectors & Trainers and their regular training must be ensured for being conversant with latest modifications, new technologies etc.,
14. Performance of the Loco Inspector should be reviewed by the controlling officer once in a month.
15. Full cell based Breath alcohol analyser shall be purchased as per RDSO specification No. RDSO/2015/EL/SPEC/0119 dated 17.09.2015.
16. A foolproof system needs to be evolved for conducting breath analyser test during signing ON and OFF. Ambush checks should be conducted to prevent and check drunkenness on duty. All the Loco inspectors should be issued with fuel cell based breath analyser as personal equipment.
17. JPO issued by Railway board vide letter no.2010/Tele/2(1)/1 dated 27.12.2012 regarding usage of CUG/Personal mobile telephones should be strictly implemented.
18. Instructions issued by Railway board vide letter No. E(NG)I/2002/PM1/31 dated 22.08.2003, 29.03.2005 and 20.03.2007 regarding Aptitude test (Previously known as psychology test) should be strictly implemented.
19. Running staff should be counseled not to consume any sedative drugs during on duty and eight hours prior to reporting for duty.
20. Proper learning road of the crew must be ensured.
21. Crew overdue for refresher and PME should not be booked for service.
22. Crew should be booked 'As per rule' in Crew Management System.

23. Loco pilot should be counseled to conduct brake continuity test and brake feel test as per laid down procedure.
24. Crew should be counseled regarding clear and loud calling out of the aspects of the signals.
25. Guidelines issued by Railway Board vide letter No.2014/Safety(DM)/7/1 dated 25.08.2014 regarding functioning of VCD should be adhered to.
26. Crew should be counseled to avoid unwarranted pressing of VCD acknowledgement button.
27. ALP needs to be counseled not to hesitate to apply emergency brake in case he finds any unusual and he feels that Loco Pilot is not alert.
28. Close monitoring of duty hours and periodical rests must be ensured.
29. 10 hours rule should be strictly adhered. Identify the bad sections, these should be monitored closely and improved upon.
30. Working of all safety items in the locomotives should be ensured before dispatching from the shed.
31. All rolling stock should be maintained in good fettle and minimum brake power prescribed for the train should be ensured.
32. GDR check should be conducted religiously as per prescribed procedure.
33. Rakes with invalid BPC should be offered for examination in the first freight examination depot as per the rules.
34. Except in emergencies, train should be run with Guard and Brake van.
35. Guidelines issued by RDSO for movement of dead locomotives should be
36. Proper feedback mechanism for acknowledgement of any unusual incidents reported by the running staff and action taken thereafter should be implemented.
37. Signal sighting committees should be activated and a system should be developed to monitor the action taken to rectify the deficiencies noticed by them.
38. Increased interaction of inspectors with the crew and his/her family members for bringing about awareness on the need for proper rest at the home station.
39. Working of welfare inspectors nominated for each lobby should be closely monitored by DRM.
40. A team of concerned officers headed by DRM/ADRM should interact with the running staff in the crew lobbies/running rooms to understand their problems and their concerns should be addressed on top priority.
41. A visible and effective grievance redressal mechanism should be established at the divisional level.
42. Condition of crew booking lobbies and Running rooms should be monitored and improved as per the Railway Board instructions vide letter No. 2001/M(L)/467/2 dated 10.11.2003.
43. Standing committee under the chairmanship of ADRM should inspect running rooms as per the instructions issued vide Railway Board letter No.96/M(L)/467/Misc dated 27.10.2000 and 14.03.2007.
44. All running rooms should be provided with Air conditioning as per guidelines issued vide Board letter No.2016/M(L)/165/3 dated 22.09.2016.
45. Effective night inspections at every level should be ensured.
46. Ensure that the cases of SPAD/accidents on the Railways including cases of other Zonal Railways discussed in the training centres for mass awareness.

**Government of India
Ministry of Railways
(Railway Board)**

No.2015/Safety(DM)/SPAD/1

New Delhi, Dated 15.12.2015

**Chief Safety Officers
All Indian Railways &
KRCL**

Sub:- Accidents due to signal passing at danger.

Analysis of signal passing at danger cases in the last four years indicates that in most of the cases the accidents occurred either due to carelessness of crew or lack of concentration or delayed brake application or the combination of all the above reasons.

In many accident inquiry reports the exact cause for the SPAD could not be established due to the complex human behavior and technical aspects. In many cases inquiry committee concludes saying carelessness or delayed applications of the brakes is the reason for the SPAD, however, the factors contributing to the above are not adequately inquired/brought out in the report.

To understand the SPAD cases better, a questionnaire is prepared by the Safety Directorate and the same is enclosed. Zonal Railways are requested to make this questionnaire a part of the Inquiry Report duly filing the relevant column as 'yes' or 'No' by a competent Railway servant who is associated with the inquiry. Further it is clarified that, **answer to any of the question being 'Yes' or 'No' will in no way dilute the responsibility of the crew and in no way dilute the minimum punishment norms prescribed by the Board.**

P. Srinivas
15/12
(P.Srinivas)
Director(Safety-III)
Railway Board

S.No.	SPAD Checklist	Say YES or NO
1.	Does the loco pilot have less than 3 years of experience?	
2.	Has the loco pilot experienced SPAD before?	
3.	Did SPAD occur on the loco pilot's first shift back after returning from long leave or prolonged sickness?	
4.	Has the loco pilot worked successive night shifts, say more than four prior to SPAD?	
5.	Is there any evidence of inadequate route knowledge?	
6.	Is there evidence in inadequate traction knowledge?	
7.	Has the loco pilot competent to drive the involved locomotive and has he qualified in the relevant tests to perform the present duties?	
8.	Is there reason to believe that the loco pilot may have been suffering from fatigue?	
9.	Is there evidence that personal events may have affected loco pilot concentration?	
10.	Was the loco pilot using any medication at the time of SPAD that may have adversely affected his/her vigilance or reaction times?	
11.	Has the loco pilot failed a drugs or alcohol screening test applicable to the time of SPAD?	
12.	Was the loco pilot preoccupied with train speed control on a falling gradient?	
13.	Does the gradient profile change on the approach to the signal?	
14.	Does the speed limit change on the approach to the signal?	
15.	Has the visibility of signal is less than the minimum prescribed.	
16.	Has any other crew reported regarding poor visibility of the signal	
17.	Was there any defect reported in the signal in the past one month?	
18.	At the time of SPAD any defect/wobbling of signal was reported.	
19.	Weather the signal put off on approach of the train?	
20.	Was there any temporary equipment/material or contractors working at the wayside which could have distracted the loco pilot's attention away from the upcoming signal?	
21.	Was the loco pilot distracted by a passenger: - behaving abnormally on the platform? - causing noise or commotion on the train?	
22.	Was there anything relating to the cab environment that could have distracted the loco pilot?	
23.	Could there have been an auditory distraction on approach to the signal?	
24.	Is there evidence that another person(s) in the cab distracted the loco pilot?	
25.	Is there evidence that the loco pilot was distracted by any in cab activity, such as reading a document or handling line box (e.g. Caution order, WTT, rule books, etc.)?	
26.	Did the loco pilot misinterpret the meaning of the signal?	
27.	Is the signal beam improperly aligned for the approach route?	
28.	Is the signal obscured by vegetation?	
29.	Is the signal beyond a bridge or tunnel that restricts continuous and uninterrupted view of the signal on approach?	
30.	Is the signal obstructed by station structures or OHE mast?	
31.	Was there fog, mist or rain at the time of SPAD?	

32.	Was the loco pilot's view through the windscreen limited, e.g. by:- dirt on the glass? – rain on the screen? – the action of the windscreen wipers?	
33.	Is the signal lens dirty or fogged, which reduced the beam intensity?	
34.	Was the loco pilot's vision affected by direct glare from sunlight?	
35.	Was the loco pilot's field of view from the cab restricted and uninterrupted view of the signal on approach?	
36.	Is the signal beyond a curved approach that restricts continuous and interrupted view of the signal on approach?	
37.	Could wayside vegetation/tree branches/structures prevent continuous and uninterrupted view of the signal on approach?	
38.	Was there any temporary equipment or material at the wayside which could have obscured the loco pilot's view of the signal?	
39.	Is the signal set at a non-standard height with respect to the loco pilot's normal sightline?	
40.	Was sunlight reflecting off the signal lenses or casing making the aspect difficult to perceive?	
41.	Is there evidence that a signal-like light would be in the loco pilot's field of vision on approach to the signal?	
42.	Is there any signage adjacent to the signal lenses that make the aspect more difficult to perceive?	
43.	Has the signal layout been altered in the past two months?	
44.	Is the signal significantly less bright than adjacent parallel signals or signal ahead that can be seen on approach?	
45.	Is the signal located on the 'wrong side' or an otherwise unusual location relative to the track?	
46.	On a curved approach, is there any possibility that a loco pilot could mistake a parallel signal as his/her own?	
47.	Have recent changes been made to the landscape/non-operational infrastructure along the wayside (e.g. landmarks, buildings, advertisements)?	
48.	Is this signal normally (i.e. more than 75% of the time) encountered at a proceed aspect?	
49.	Relative to previous signals, does this signal has a different aspect configuration?	
50.	Was the loco pilot facing time pressure?	
51.	Could the loco pilot have cancelled a train protection system like VCD, TPWS etc. erroneously?	
52.	Has the ALP called out aspect of signal clearly and loudly?	
53.	Has ALP called out the aspect repeatedly to draw the attention of crew?	
54.	Has the Loco pilot acknowledged the signal aspect?	
55.	Has ALP busy with any other activity at the time of SPAD.	
56.	Has ALP applied emergency brake?	
57.	Has ALP applied emergency brake timely?	

**Government of India
Ministry of Railways
(Railway Board)**

No.98/Safety(A&R)/19/16

New Delhi, dt. 25 .10.2019

The General Managers,
All Indian Railways,
Konkan Railway Corp., Navi Mumbai,
Metro Railway, Kolkata,
Railway Electrification, Allahabad.

Sub: Train Operation during Foggy & inclement weather – Precautions.

Ref: Board's letter of even number dated 22.11.2017.

Detailed instruction on the above subject were issued to Zonal Railways vide Board's letter of even no. dated 22/11/2017. Subsequent to issue of these instructions, Board had decided that with the use of fog devices in locomotives, the maximum permissible speed during foggy/inclement weather condition be enhanced from 60 Kmph to 75 Kmph. References have been received from some of the Zonal Railways seeking clarification on the subject. It has therefore, been decided that following precaution/preparation be done by Zonal Railways for train operation during foggy/inclement weather as under:

(A) Infrastructure/Additions/Alterations.

(i) Provision of Fog Safe Device:-

Reliable Fog Safe Devices, if available, may be provided to the Loco Pilots in all Locomotives running in fog affected areas during fog. Placement of detonators under conditions as prescribed in Para E(ii) shall be dispensed with, where reliable Fog Safe Device is available and is in working order.

(ii) Modification of Automatic Signalling System:

Introduction of Modified Automatic Signalling System as per G.R 9.01 (3) & (4) and G.R 9.03 (3) and (4) and G.R 5.18 to be followed strictly

(B) Works to be completed before foggy weather to strengthen Rail Infrastructure:-

- (i) Adequate supply of detonators to be ensured.
- (ii) Lime marking across the track at the Sighting Board (or at Distant Signal in case of Double Distant Signals) must be done.
- (iii) All Signal Sighting Boards, Whistle Boards, fog signal posts and busy vulnerable level crossing gates which are accident prone should either be painted or provided with yellow/black luminous strips. The work of repainting for their proper visibility should be completed before onset of winter/foggy season.
- (iv) Lifting barriers at busy level crossings, where necessary, to be provided with Yellow/Black luminous indication strips.
- (v) The new existing SLRs are already being fitted with LED based flasher tail light, therefore, the existing SLRs with fixed Red lights should also be modified and fixed with LED lights. This will be a very important step to ensure safety in foggy weather.

The Railways should undertake this work on war footing. When the train is held up in Automatic territory (on double and multiple section) in abnormal situation including fog, the Guard will put the LED light to 'on' position. This will be in addition to Flashing Red Tail Lamp.

- vi) It should be ensured that retro reflective strip in Sigma shape for identification of stop signal be provided as per existing instructions.

(C) The following points are to be kept in mind during operation of trains in foggy weather:-

(i) Reduced Movements During Fog:-

Rationalization of movements in the Coaching yards, approach to terminals, and at/near terminals etc. has to be done to reduce pressure on congested areas; this may be achieved by reduction in loco changes, reduced shunting, etc. and cancellation of trains. 20 % reduction in movements during the fog has to be ensured i.e. by reduced movement of locos from and to shed, shunting in major yards, etc. and mainly by cancellation of trains - Mail/Express and Passenger trains running in and via Delhi area as also upto an equal no. also in other fog affected sections (other than the trains passing via Delhi area) to be proposed to be cancelled. A review be done by all Zonal Railways with mutual consultation to identify which Mail/Express and Passenger trains are to be cancelled and proposals sent to the Coaching Directorate, Railway Board. This will also help in tackling extra requirement of Loco pilots/Assistant Loco pilots and Guards for changing enroute on sections where there is abnormal increase in duty hours of crew. This will also increase availability of spare rakes to cater to late running of trains.

- (ii) PME/Refresher Training and other Safety/Promotional Courses of Loco pilots/Assistant Loco pilots and Guards in ZRTIs/STCs, etc. who become due between 15th December and 31st January should be completed by 15th December.
- (iii) Fog affected Railways should review the crew changing locations. In view of increased hours on road the Railways may create infrastructure at new/additional crew changing locations. Simultaneously the loco/crew/rake links be reviewed during the period of fog. All crews (Loco Pilots, Assistant Loco Pilots and Guards) on stationary duty should be utilized for train working especially during fog.
- (iv) The instructions on all matters including cancellation of train be made applicable from 20th December to 31st January every year subject to the provisions if the fog sets in early before 20th December and continues beyond 31st January respectively as the case may be.

(D) Visibility Test Object (VTO):-

- (i) The check of adequacy of visibility through the VTO is to guide the SM/ASM so as that he can decide when detonators are to be placed to warn the Loco Pilot of the location of an approach Stop Signal.
- (ii) VTO for Semaphore Signalling and for two aspect CLS:-
The VTO may be the light (or arm by day) of a Starter Signal (where exists) or the back light of the Home Signal etc. as defined in GR 3.61/(2)(b). In such cases, the VTO is normally located 300-350 meters at a place from where it is to be seen by the SM. During foggy or tempestuous weather, when such a VTO is not seen by the SM, it shall determine that fog has set in.

Note: The Visibility Test Object to be defined in the SWR of stations, which qualify for placement of detonators, should be on each end of a station (for junction stations there may be more than two VTOs).

(iii) Prescribed VTO for Multiple Aspect Colour Light Signalling:-

- (a) Stations with MACLS shall have a prescribed VTO located at a distance of 180 metres from a nominated location where the SM shall stand.
- (b) When a prescribed VTO is not visible from 180 metres or more during dense fog, the SM shall not use his discretion as per GR 3.61(2)(a) but will arrange to place the detonators to warn the Loco Pilot, unless specified otherwise in these Instructions.

Note:- There should be one Visibility Test Post in MACLS territory (at stations which qualify for placement of detonators) located at a distance of 180 meter from the place where the SM shall normally stand to see the prescribed VTO.

(iv) When the VTO (or the prescribed VTO) provided under conditions laid down is not visible to the Station Master, he shall take action as under:-

- (a) Ensure that signals are lit during night as well as during day in Semaphore Signalling sections when visibility is impaired due to fog, and VTO is also lit.
- (b) Observe the VTO before granting Line Clear to a train.
- (c) In case prescribed VTO is not visible; take action as under:-
 - depute fog signalman with detonators to place detonators in situations prescribed under para (E) (ii) at 270 – 280 metres from the first stop signal to inform in advance the location of this signal to the Loco Pilot of the approaching train.
 - Engineering Department will make all efforts to provide fog signalman.
 - No shunting should be carried out on non-isolated lines after granting Line Clear to an approaching train.
- (d) Provisions given as per GR 5.18 to be followed strictly and no train to be advanced beyond the Starter, or beyond Intermediate Starter Signal where these exists, upto the Advance Starter at stations which do not have track circuiting in this zone.

(E) Necessity of Placement of Detonators:-

(i) Where Not Necessary to Place Detonators:-

It is not necessary to place detonators to indicate 'location of a Stop signal' to the Loco Pilot in following circumstances:-

- (a) In sections where a reliable Fog Safe Device has been provided on Locomotives;

- (b) Where adequate pre-warning is provided; i.e. at stations where double distant signals are provided;
- (c) Where maximum speed allowed in the station section is upto 15 kmph even at stations where pre-warning signal is not available, but a Warning Board exists;
- (d) Where speed of the section is less than 50 KMPH (but more than 15 kmph) and the first signal of a Station is not a stop signal;
- (e) In Automatic Signalling territory;
- (f) On Gate Signal;
- (g) On Departure Signal;
- (h) At the site(s) of Temporary Speed Restriction imposed due to maintenance of Track/OHE/Signal.

(ii) Where it is necessary to Place Detonators:-

The Detonators should be placed at 270 meters short of the First Stop Signal at stations detailed as under:-

- (a) At 'A' class stations where Warner exists – Detonators to be placed short of Home signal and not the Warner;
- (b) At 'B' class station equipped with Lower Quadrant Signals - Detonators to be placed short of Outer signal.
- (c) In Multiple Aspect Signalling, where single Distant Signal is provided - Detonators to be placed short of Home signal.

Note:-The Fog Signal Posts will be provided only at stations where there may be a requirement for placing detonators. Such post may, therefore, be shifted suitably based on the above mentioned position(s).

(F) Precautions by Loco Pilot:-

The Loco Pilot shall take action in regard to speed of the train during fog as under:-

- (i) During fog when the Loco Pilot in his judgment feels that visibility is restricted due to fog, he shall run at a speed at which he can control the train so as to be prepared to stop short of any obstruction; this speed shall in any case not be more than 75 kmph.
- (ii) Loco Pilot to whistle frequently to warn the gateman (where provided) and road users of an approaching train at level crossings.
- (iii) In Absolute Block System the speed should not exceed 75 kmph as detailed at item (i) above.
- (iv) In Automatic Block Territory the speed will be subject to the judgement of the Loco Pilot as mentioned in item (i) above and shall not exceed as under:-

- (a) After passing Automatic stop signal at 'Green', the speed not to exceed 75 Kmph.
- (b) After passing an Automatic stop signal at 'Double Yellow', the speed not to exceed 30 Kmph.
- (c) After passing an Automatic stop signal at 'Yellow', the Loco Pilot to run at a further restricted speed so as to be prepared to stop at the next stop signal.

Note (i) *In case fog safe device is not available in locomotives or the device fails enroute the maximum speed of 75 Kmph as indicated above shall be reduced to 60 kmph or less subject to judgement of Loco pilot.*

Note (ii) *As provided under GR 4.16 (1) (b) a red tail lamp of approved design displaying a flashing red light, during day or night, to indicate last vehicle check device in foggy weather should be provided and lit on the last vehicle.*

Note (iii) *First Stop Signal location kilometre chart of every station be provided to each Loco Pilot either as an easy to carry Card or in the Working Time Table.*

Note (iv) *Prevailing Fog situation should be advised to Crew & Guard in lobby during "Sign ON".*

Zonal Railways are advised to incorporate these instructions in their Subsidiary Rules to relevant GRs and comply the same accordingly.

Further, Zonal Railways should ensure that the staff be advised and counseled regarding provisions in the G&SRs and these Instructions of the Board before the onset of fog. Each and every crew is to be imparted necessary training for upto two days about the systems of working of trains during fog. This process be completed by 1st December every year positively.



(Ashish Kumar)
Executive Director/Safety-II
Railway Board

No.98/Safety(A&R)/19/16

New Delhi, dt. 25.10.2019

Copy forwarded for information and necessary action to :-

1. The Chief Commissioner of Railway Safety/Lucknow
2. The Chief Operations Managers, All Indian Railways
3. The Chief Safety Officers, All Indian Railways
4. The Director General, RDSO, Lucknow.
5. The Principal, Railway Staff College, Vadodara.
6. The Director, Indian Railways Institute of Transport Management, Manak Nagar, Lucknow.
7. The Principal, Indian Railways Institute of Civil Engineering, Pune.
8. The Principal, Indian Railways Institute of Mechanical and Electrical Engineering, Jamalpur.
9. The Principal, Indian Railways Institute of Signal, Engineering and Telecom, Secunderabad.
10. The Principals, Zonal Railway Training Institutes, Central Railway, **Bhusawal**, Eastern Railway, **Bhuli**, Northern Railway, **Chandausi**, North Eastern Railway, **Muzaffarpur**, Northeast Frontier Railway, **Alipurduar**, North Western Railway, **Udaipur**, Southern Railway, **Tiruchirapalli**, South Central Railway, **Maula Ali**, South Eastern Railway, **Sini**.
11. The General Secretary, NFIR, 3 Chelmsford Road, New Delhi.
12. The General Secretary, AIRF, 4 State Entry Road, New Delhi
13. The General Secretary, FROA, Room No.256-A, Rail Bhavan, New Delhi.
14. The General Secretary, IRPOF, Room No.268, Rail Bhavan, New Delhi.
15. The Indian Railways Conference Association, DRM's Building, Accounts Building, Chelmsford Road, New Delhi.

Ashish

(Ashish Kumar)
Executive Director/Safety-II
Railway Board

No.98/Safety(A&R)/19/16

New Delhi, dt. 25.10.2019

Copy to :

AM/CE, AM/L, AM/Mech., AM/Signal and AM/Traffic.

Ashish

(Ashish Kumar)
Executive Director/Safety-II
Railway Board

g/c

*Issued P.H.
Ashish
29-10-19*

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड/Railway Board अनुलग्नक सहित जारी Issued with Enclosure हस्ताक्षर Signature..... जारी की तिथि Date of issue.....

Carl
29-10-19

**Government of India
Ministry of Railways
(Railway Board)**

No. 97/Safety-I/11/9

New Delhi, Dt 25.03.2015

**General Managers
All Indian Railways
CMD/ KRCL**

Sub:-Working of Mail/Express trains by Loco Pilot(Goods) in emergency.

Ref:- (i) Board's letter No. 97/M(safety)/7/2/c/4(i) dated 20.10.1997

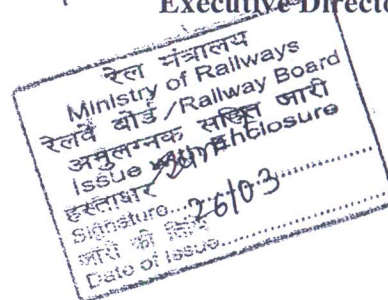
(ii) Board's letter No. 97/Safety-I/11/9 dated 31.07.1997

Instructions were issued vide letters under reference for working of Mail/Express trains by Loco Pilot(Goods) in emergency and in case of diverted trains. Board has reviewed these instructions in view of references received from Zonal Railways and it is decided that the following instructions should be followed:-

- i. Rajdhani/Shatabdi/Duronto Express should not run by LP (Goods) under any circumstances. If necessary, trains should be run by withdrawing regular Loco Pilots from the scheduled links.
- ii. Generally Mail/Express trains and Diverted Mail/Express trains should be run by Loco Pilot (Mail/Pass). If LP(Mail/Pass) is not available to work these trains then,
 - a) All divisions should prepare a panel of adequate number of LP (Goods) holding 'A' - Grade.
 - b) Panel of such LP (Goods) should be drawn duly screening them by Traction and Safety Officers.
 - c) These trains will be run by the empanelled LP (Goods) as per the point (a) above.
 - d) In case an empanelled LP (Goods), as per point (a) above is not available, then an LI must accompany the Loco Pilot on the foot-plate.
- iii. In case competent Loco Pilot as specified above is not available for running a particular type of locomotive, then the power should be changed with another type for which competent crew is available.
- iv. Even in cases where Mail/Express posts are vacant and the division are not able to conduct selections/suitability due to some reasons, it is to be ensured that they should draw up a panel of LP (Goods) holding 'A' - Grade, who should be engaged to work Mail/Express trains.

The above instructions should be complied strictly.

Copy to: AM/ME and ASLE for kind information
Chief Safety Officers, All Indian Railways



- Introduction of TV as a trial measures
- Provision of good quality utensils

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D. Miscellaneous

- Provision of dustbin near kitchen and provision of litter bins in rooms
- Provision of curtains and doormats
- Provision of fencing wherever needed and maintenance of gardens. Tree plantation during rainy season
- Beautification with plants in pots(leaf variety)

FOOT PLATE INSPECTIONS

Name of the Officer/Inspector_____Date_____

Train NO._____Load_____Section_____

Weather_____Visibility_____

Driver_____Guard_____

B. LOCOMOTIVE

1. No._____Tyhpe_____Home Shed_____schedule
repair particulars:

Last Schedule: POH/3 yrly./yrly./Hyrly/Qtrly/Monthly/Fortnightly/Trip Date_____

2. Booster Pressure on 8th notch_____MR Pressure_____

BP/Vacuum_____

3. Lub. Oil pressure_____Fuel Oil Pressure_____

4. Load Meter (i) available/not available – short hood/long hood
(ii) working/not working

5. Flasher Light (i) available/not available – short hood/long hood
(ii) working/not working

6. Airflow Indicator: (i) available/not available – short hood/long hood
(ii) working/not working

7. Speedometer (a) Mechanical (i) available/non-available – short hood/long hood

- (ii) with/without speed recorder
- (iii) working/not working
- (b) Electrical : available/non-available – short hood/long hood

8. Audio Visual Alarm: Working/not working – available/non available

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9. Head light focussing: Correct/incorrect

10. Classification lights Working/not working

11. Cab light Sufficient/insufficient Gauge light_____

12. Corridor light Sufficient/insufficient, Marker Light_____

13. Look out glass _____

14. Fire Extinguisher (a) Nos._____ (b) Type_____

(c) Capacity_____

(d) Date last test_____

(e)Overdue testing: Yes/No

16. Sanders: Working/not working: Wipers: Working/not working

17. Vacuum gauges in the control stands and other two master gauges on the top of the control stand showing identical reading Yes/No

18. Whether all repairs booked by the drivers in the Repair Book were attended to by this diesel shed: Yes/No

19. Are transitions taking place at correct speed

20. Is the transition jerky?

21. Condition of Cab:

- Are panel doors tightly fitted or are they chattering ?
- Roof light, Cab lights
- Operate the wipers and see their working

22. How is the engine exhaust

23. Is the engine hunting

- In idle

- In higher notches

24. Cooling water temperature:

- Is it generally below 80 degree Centigrade

25. Is the fuel oil pressure generally between 3 to 3.5 kg or is it dropping in higher notches

26. Riding of the loco – rough or smooth particularly at higher speeds.

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B. CREW

1. Hours of rest taken before signing on:

Bio Data of Driver:

Name _____

HQ/Base _____

PME: Date Last attended _____

Next due date _____

Bio Data of Asstt.

Name _____

HQ/Base _____

PME: Date last attended _____

Next Due Date _____

3. REFRSHER COURSE

Date last attended _____

Next due Date _____

REFRSHER COURSE

Date last attended _____

Next due Date _____

4. SAFETY COURSE

Date last attended _____

Next due Date _____

SAFETY COURSE

Date last attended _____

Next due Date _____

5. EQUIPMENT/BOOKS

♦ Two Red Flags	Available/Not Available
♦ One Green Flag	Available/Not Available
♦ Tri-colour Hand Signal Lamp	Available/Not Available
♦ Detonators	Nos.....Date of Mfr.....
♦ Fusie Signal	Nos.....Date of Mfr.....
♦ Fusie Signal Stick	Available/Not Available
♦ Tool Box	Available/Not Available
♦ Spare Transition Coupling	Available/Not Available

◆ Spare two hose pipes in case of vac. train	Available/Not Available
◆ Spare safety clamp for Transition coupling	Available/Not Available
◆ One spare Head light bulb (a) First Aid Box (b) If available, condition of items	Available/Not Available Good/Not Good
◆ Working time table	Available/Not Available
◆ Rule Books – GR	Available/Not Available
◆ SR	Available/Not Available
◆ Bio Data Book	Available/Not Available
◆ Trouble Shooting Book	Available/Not Available

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- Station to Station Running Time: ____ (Mail/Express and Passenger trains) _____
- Walkie – Talkie Set : Available/Not available/Working/not working.
- If spectacles worn by the driver :

(a) Are the spectacles properly fitted (otherwise one of his hands will be busy in proper positioning of the spectacles only through out the run of the train)?
: Yes/No

(b) Spare Spectacles : Available/not available: proper fit.

© If available, does it have his name inscribed on it? : Yes/No

C. CREW PERFORMANCE

1. Calling out of signals by (a) Driver : Satisfactory /Unsatisfactory

(b) Assistant : Satisfactory/Unsatisfactory

2. Acceleration : Smooth/Jerky

3. Deceleration : Smooth/Jerky

4. Observation of speed restriction : Correctly done or not.

5. Application of dynamic brake : Properly/Improperly/Not applied.

6. Exchange of Signals with ASMs/
Cabinmen/ Gatemen and the working guard : Done/Not done

7. If doubleline,exchange of signals with Crew & Guard of crossing train : Done/Not done
8. While the train is negotiating a curve and while passing through stations:
 (a) Did the driver/DDA look back at the train : Yes/No
 (b) Did they also exchange signal with guard simultaneously?: Yes/No
9. Does the driver whistle at W/L board : Yes/No
- 10.Does the driver whistle while approaching a station platform : Yes/No
 where the train has its schedule stoppage.
11. Does the driver whistle while passing through a station and Approaching Level Crossing gates ? : Yes/No
 -16-
12. Does the driver/Asst get down from the cab to take round of The loco, examine its under-gear visually, and take corrective action required, if any, at stations where the train has its schedule stoppage or signals where he stopped out of course: Yes/No
13. Did the driver/Assistant drain out the MR when the train was Having schedule or out of course stoppage as mentioned above ? Yes/No
14. Did the driver go through, the caution order serially and check The actual location ? :
 Yes/No
15. Did the driver keep the caution order on his control stand ? : Yes/No
16. BPC: (i) Did the driver have Brake Power Certificate? : Yes/No
 (ii) Details
 (a) BPC No.
 (b) Whether signed by the Guard ? : Yes/No
 (c) Date & Place of issue : Yes/No
17. Did the driver check the brake power of the train, when it entered The 1st block section ? : Yes/No
18. Driver's awareness of rules, trouble shooting etc. :

19. Driver's safety consciousness & knowledge of safety rules :

20. Driver's alertness :

21. Driver's engineman ship

22. Did the driver observe precautions as per extant rules while
Working the train in dense foggy weather, it any ?

23. Did the driver know how to use fire extinguisher ?

24. Any item, on which driver was counselled

D. ADHERENCE TO TIMINGS

1. Station Timings :

Station Sch.Arr. Sch.Dep. Act.Arr. Act.Dep

2. Divisional Caution Orders :

Notice Station _____ Date _____

Caution order:

Typed / Hand written / 1” Copy / Carbon Copy / Legible / Illegible

Station Km Speed Restriction Loss of Time

Any lurch felt at Km. _____

3. Caution Order Issued en-route, if any:

Section Km. Speed Restriction Loss of time

4. Engineering work with banner flag

i) Prior information given to driver : Yes/No

ii) Distance of exhibiting banner flag : Adequate/Not adequate

E. TRACK ASPECT

1. Permanent Speed Restriction

- Distance of Caution Board/TP/TG board displayed: Correct/Incorrect.

- If incorrect, location particulars : _____

2. i) At night, Caution Board : Lighted/Not lighted

ii) Speed limits on the Caution Board, TP and TG written with fluorescent paint for better visibility in the night ? : Yes/No

3. i) Any lurch experienced : Yes/No

ii) If yes, location particulars : _____

Section	Km.	Speed Restriction	Loss of time
---------	-----	-------------------	--------------

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E. SIGNALLING ASPECTS

1. Drooping signals:

Station	Distance/Outer	Warner	Home	Starter	Advance	Starter
---------	----------------	--------	------	---------	---------	---------

2. At night, signals not lit:

Station	Distance/Outer	Warner	Home	Starter	Advance	Starter
---------	----------------	--------	------	---------	---------	---------

3. Obstruction of Signal Visibility by tree branches:

Station	Distance/Outer	Warner	Home	Starter	Advance	Starter
---------	----------------	--------	------	---------	---------	---------

4. Obstruction of Signal Visible by structure:

Station	Distance/Outer	Warner	Home	Starter	Advance	Starter
---------	----------------	--------	------	---------	---------	---------

5. Visibility impaired by station lights/other lights:

Station	Distance/Outer	Warner	Home	Starter	Advance	Starter
---------	----------------	--------	------	---------	---------	---------

G. OPERATION

1. Main Line free but passed through loop line at Station _____

2. Goods train on Main Line and Mail/Express train passed through loop line Station _____

3. Signal lowered on approach : Station _____

4. Late exchange of signal by guard at Stations: _____

5. Detention for loading at station : _____

- Exchange of signals by ASMs/Cabinmen/LC Gatemen : Yes/No
- If not exchanged , Station/Cabin/Level Xing Gate No. _____

6. Late handing over of memo for OP/T-27 for defective signals at

Stations : _____

7. Were the ASMs, Cabinmen, LC Gatemen, Gangemate or Patrolman alert while exchanging signals ? : Yes/No

- If not, Stations/Cabin/L.C. Gatges: _____

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8. Did ASM observed the rules of foggy weather conditions, if applicable :

- If yes, name of the Stations: _____
- If not, name of the Station: _____

H. COMMERCIAL ASPECTS

1. Was the work finished at station halts in time ? : Yes/No

1. If no, extra time taken for loading/Unloading:

Stations

Extra Time Taken

2. Any ACP? If so, location and other details of CAP :

1. OTHER ITEMS

1. Whether Rolling-in Examination of the coaching train at nominated points done by TXR staff or not ?
2. Any other information/suggestion crew would like to give regarding safety in train running :
3. **ANY OTHER ITEMS OF IMPORTANCE :**

Note: After recording all these aspects in a rough diary, please segregate the irregularities/deficiencies and list them separately to the pointed attention of the concerned supervisor, officer or department.

PUNISHMENTS PRESCRIBED IN ACCIDENT AND ENGINE FAILURE CASES

NOTE : (i) 'D' Staff : Staff directly held responsible for the accident.

'S' Staff : Staff who are found to have secondary responsibility. In their case, the penalty imposed will depend on the degree of their contribution to the accident/engine failure and the Disciplinary authority will use its discretion in the matter.

(ii) The Disciplinary authority must impose the minimum penalty if the responsibility of staff is clear. Factors like the employee's past record of service may be taken into account by the Appellate authority if and when an appeal is made to it. The disciplinary authority should deal with the case solely with regard to the facts and circumstances of the accident itself.

Nature of Accident:

Minimum Penalty

1. Collisions involving a train.

(i) Resulting in loss of human life

(a) 'D' Staff - Dismissal.
(b) 'S' Staff - Major penalties
(v), (vi) or (vii)

(ii) Not resulting in loss of human life

(a) 'D' Staff - Removal from service.
(b) 'S' Staff - Major penalty
(v) or (vi)

2. Averted collisions involving a train.

(a) 'D' Staff - Removal from service.
(b) 'S' Staff - Major penalty
(v) or (vi)

3. Train passing signal at danger.

Removal or compulsory retirement where entirely due to neglect of driver; reduction to a lower grade if there are contributory factors like loss of brake power on the run which he could not have detected when he took charge of the engine.

4. Over-speeding by drivers (in cases other than collisions, averted collisions and passing signals at danger for which penalties have been prescribed in items 1 to 3 above).

(i) Resulting in derailment of passenger train involving loss of human life.

Dismissal if there are no other contributory factors like track or rolling stock defects; removal if there are such contributory factors.

- | | |
|--|---|
| (ii) Resulting in derailment of passenger trains not involving loss of human life. | Removal, if there are no other contributory factors like track or rolling stock defects; reduction to 'C' grade for 3 years if working substantively in 'C' or 'B' grade and reduction to Shunter for 3 years if working substantively in 'C' grade with loss of seniority in both cases. If there are such contributory factors. |
| (iii) Resulting in derailment of goods trains on the main line in mid-section or within station limits. | Reduction to grade of shunter for one to three years with loss of seniority |
| (iv) Resulting in derailment of goods train in station yard on other than main line | Reduction to Shunter for one to three years, depending on the extent of damage, without loss of seniority on being restored to 'C' grade driver |
| 5. Failure to detect hot axle or other defective wagon resulting in derailment for which Driver/Guard can be held responsible if it is within range of visibility | Reduction to next lower grade in the case of passenger train; WIP for 3 years with loss of seniority in the case of goods train |
| 6. Failure to detect hot axle or other defective wagon resulting in derailment for which station staff/cabin staff can be held responsible or failure to stop the train on information regarding hot axle being given by the previous station for control. | Removal in the case of passenger train reduction to the next lower grade in the case of goods train, if working in lowest grade, WIP for 3 years |
| 7. Station derailments while shunting : | |
| (i) Due to Driver's fault in not obeying signals including hand signals or starting the train without authority to proceed. | {
{
{ WIT for 2 years
{ |
| (ii) Due to Driver's failure to control the train | { |
| 8. Breach of Block Rules (which do not result in collision or averted collision) such as train entering the section without proper line clear, receiving trains on wrong line blocked for engineering work etc. Placing material trolley on line without block protection and so on. | Reduction to a lower stage in the time scale. |
| 9. Accidents at Manned Level Crossings. | |
| i) Failure of Gateman to close the gate. | Dismissal if there is loss of human life; removal if there is no loss of human life. |

- | | |
|--|--|
| ii) Failure of SM/ASM to ensure closure of level crossing gates before allowing any movement where rules provide | Reduction to a lower grade or post with loss of seniority (WIP 3 years in case in the lowest grade). |
| iii) Failure of Driver in observing rules before passing a gate signal in danger | Reduction to a lower grade with loss of seniority |
| iv) Where no breach of rules is proved but lack of vigilance on the part of driver/guard of other staff is proved | WIT upto 2 years 11 months. |
| 10. Accident at unmanned level crossings, due to lack of vigilance on the part of driver or failure to whistle on approaching the whistle board. | |
| i) Accident involving loss of human life. | Reduction to a lower grade |
| ii) Where no loss of human life is involved | WIT for 1 year. |
| 11. Carriage & Wagon defects or improper securing of loads or failure to detect improper securing of loads by TXR | |
| i) Resulting in derailments on the main line, Mid-section or within station limits | For the first offence WIT for 2 years 11 months. For the second offence reduction to a lower grade for 3 years with loss of seniority. (If any staff such as TXR are in the lowest grade, reduction by three stages in the scale of pay with loss of seniority; if the staff are in the lower stages of pay where reduction by three stages is not possible WIP for three years with loss of seniority). |
| ii) Resulting in derailments in a station yard other than main line | Same as for item (i) above but without permanent effect and without loss of seniority |
| 12. <u>Locomotive defects.</u> | |
| i) Negligence in repairs or maintenance in shops or shed resulting in accidents | Reduction to a lower stage in the time scale with loss of seniority for the first offence, reduction to a lower grade with loss of seniority for the second offence and removal for the third offence |
| ii) Negligence in repairs of maintenance in shops or sheds or bad engine manship by Driver resulting in Engine Failure | For the first offence stoppage of Passes and PTOs for 1 year; the second offence WIT 1 year and for the third offence reduction to a lower grade for years. |

13. Traffic Staff failure, resulting in accidents other than collisions or averted collisions.

- | | |
|---|--|
| (i) Wrong setting/manipulation of points. | Reduction to a lower grade with loss of seniority |
| (ii) Incorrect signalling | WIP upto three years. |
| (iii) Wrong marshalling | Reduction to a lower stage in a time scale of pay. |
| (iv) Excessive/uneven loading or improper securing of loads | WIT upto three years. |

14. Signal & interlocking failures, Signal & interlocking defects for which maintenance staff are held responsible resulting.

- | | | | | | | | | | | | | | |
|--|--|------------------------------------|-----------|-----------|----------|-----------|------------------------------------|------|-----------|-----------|--|-----------|----------|
| (a) Accidents of passenger train involving loss of human life | | | | | | | | | | | | | |
| (i) If due to causes where 'interlocking' has been shorted circulated/made in-operative | <table border="0"> <tr> <td>D. Staff</td> <td>-</td> <td>Dismissal</td> </tr> <tr> <td>S. Staff</td> <td>-</td> <td>Major penalties (v), (vi) or (vii)</td> </tr> </table> | D. Staff | - | Dismissal | S. Staff | - | Major penalties (v), (vi) or (vii) | | | | | | |
| D. Staff | - | Dismissal | | | | | | | | | | | |
| S. Staff | - | Major penalties (v), (vi) or (vii) | | | | | | | | | | | |
| (ii) If due to causes where 'interlocking' has deteriorated due to bad maintenance repairs | <table border="0"> <tr> <td>D. Staff</td> <td>-</td> <td>Removal</td> </tr> <tr> <td>S. Staff</td> <td>-</td> <td>Penalties under Item (v) or (vi)</td> </tr> </table> | D. Staff | - | Removal | S. Staff | - | Penalties under Item (v) or (vi) | | | | | | |
| D. Staff | - | Removal | | | | | | | | | | | |
| S. Staff | - | Penalties under Item (v) or (vi) | | | | | | | | | | | |
| (b) Accidents of passenger or goods train not involving loss of human life. | <table border="0"> <tr> <td>(i)</td> <td>D. Staff-</td> <td>Removal</td> </tr> <tr> <td></td> <td>S. Staff-</td> <td>Penalties under Item (v) or (vi)</td> </tr> <tr> <td>(ii)</td> <td>D. Staff-</td> <td>Item (vi)</td> </tr> <tr> <td></td> <td>S. Staff-</td> <td>Item (v)</td> </tr> </table> | (i) | D. Staff- | Removal | | S. Staff- | Penalties under Item (v) or (vi) | (ii) | D. Staff- | Item (vi) | | S. Staff- | Item (v) |
| (i) | D. Staff- | Removal | | | | | | | | | | | |
| | S. Staff- | Penalties under Item (v) or (vi) | | | | | | | | | | | |
| (ii) | D. Staff- | Item (vi) | | | | | | | | | | | |
| | S. Staff- | Item (v) | | | | | | | | | | | |
| (c) Derailment of goods train on the main line, in mid-section or within station limits | <table border="0"> <tr> <td>(i)</td> <td>D. Staff-</td> <td>Item (vi)</td> </tr> <tr> <td></td> <td>S. Staff-</td> <td>Item (iv) or (v)</td> </tr> </table> | (i) | D. Staff- | Item (vi) | | S. Staff- | Item (iv) or (v) | | | | | | |
| (i) | D. Staff- | Item (vi) | | | | | | | | | | | |
| | S. Staff- | Item (iv) or (v) | | | | | | | | | | | |
| (d) Derailment of goods train within station yard other than main line | <table border="0"> <tr> <td>(ii)</td> <td>D. Staff-</td> <td>Item (v)</td> </tr> <tr> <td></td> <td>S. Staff-</td> <td>Item (iv)</td> </tr> </table> | (ii) | D. Staff- | Item (v) | | S. Staff- | Item (iv) | | | | | | |
| (ii) | D. Staff- | Item (v) | | | | | | | | | | | |
| | S. Staff- | Item (iv) | | | | | | | | | | | |

MINIMUM PUNISHMENTS PRESCRIBED IN ACCIDENT CASES

Civil Engineering Department

NOTE (i) D Staff - Staff directly held responsible for the accident

S Staff - Staff who are found to have secondary responsible including that of Supervisors, APWI/PWI and PWM etc. whose failure to do proper inspections and take timely remedial measures and slack supervision would have contributed to the accident.

The penalty to be imposed in these cases will depend on the degrees of the contribution to the accident. The disciplinary authority will use his discretion in this matter. While fixing responsibility for slack supervision and neglect of periodical inspections the Supervisors have been in charge of the section is also to be taken into account

(ii) The disciplinary authority must impose the minimum penalty if the responsibility of the staff is clear. Factors like the employee's past record of service and other extenuating circumstances as for want of materials and similar problems may be taken into account by the Appellate Authority when appeal is made to it. The Disciplinary authority should deal with the case solely with regard to the facts and circumstances of the accident itself

Nature of accident:

Minimum Penalty

1. Major track defects such as buckling, worn-out switches and crossings and spread of gauge.

i) Resulting in derailment of passenger trains (a) D Staff -

i) Dismissal, if there is loss of life.

ii) Removal from service if no loss of life.

(b) S Staff –

Reduction to a lower grade for a period of 3 years with loss of seniority. If any staff such as PWI/Gr.II are in the lowest grade reduction by 3 stages in the scale of pay with loss of seniority. If the staff are in the lowest stage of pay where reduction by 3 stages is not possible, WIT for 3 years with loss of seniority

- ii) Resulting in derailment of goods trains on the main line in mid-section or within station limit
 - (a) D Staff -

Reduction to a lower grade for a period of 3 years with loss of seniority

If any staff such as PWI/Gr.III are in the lowest grade reduction by 3 stages in the scale for pay with loss of seniority. If the staff are in the lowest stage of pay where reduction by 3 stages is not possible, WIT for 3 years with loss of seniority
 - (b) S Staff -

Reduction to a lower stage in time scale of pay for a period of 3 years with effect of postponing future increments on expiry of such period.
 - iii) Resulting in derailment of goods train in station yards on other than main line.
 - (a) D Staff -

Reduction to a lower stage in time scale of pay for a period of 2 years without the effect of postponing future increment.
 - (b) S Staff -

WIT upto 2 years 11 months or with-holding of Pass/PTOs for 2 years where the staff has reached the maximum of the grade
- 2. Other track defects like cross-levels or low joints and defective alignment in curves etc.
 - i) Resulting in derailment of passenger trains
 - (a) D Staff -
 - (i) Removal from service if there is loss of human life
 - (ii) Reduction to a lower grade for a period of 3 years with loss of seniority if no loss of life.

If any staff such as PWI/Gr.III are in the lowest grade, reduction by 3 stage in the scale of pay with loss of seniority. If the staff are in the lowest stage of pay where reduction by 3 stages is not possible, WIT for 3 years, with loss of seniority

(b) S Staff -

Reduction to a lower stage in time scale of pay for a period of 3 years with effect of postponing future increments on expiry of such period

- (ii) Resulting in derailment of goods train on the main line in mid-section or within station limits.

(a) D Staff -

Reduction to a lower grade for one to three years with loss of seniority.

(b) S Staff -

Reduction to a lower grade in time scale of pay for a period of one to 3 years without the increments

- (iii) Resulting in derailment of goods train in station yard or other than main line

(a) D Staff -

Reduction to a lower stage in time scale of pay for a period of one to 3 years without the effect of postponing future increments.

(b) S Staff -

WIT for one year or withholding of Passes and PTOs for one year if at maximum of grade.

3. Miscellaneous cause like infringement of track by irregular unloading of ballast, track materials etc. due to neglect of P. Way staff or failure to protect track in case of destruction, opening of track, breach etc

WIT upto 3 years or reduction to a lower grade or removal from service according to the gravity of accident and damages caused.

4. In respect of accidents during shunting operations in sidings and other non-running lines due to track defects

WIT for one year or withholding of Passes and PTOs where the staff has reached the maximum should be imposed depending on the extent of neglect of maintenance and other circumstances

For Staff of Electrical Department

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|----|--|---|
| a) | Accidents to passenger train involving loss of human life. | Removal from service. |
| b) | Accidents to passenger train not involving loss of human life. | i) Reduction to lower grade, if the staff is in the lowest grade reduction to a lower stage. |
| c) | Fire accidents involving loss of human life. | Removal from service. |
| d) | Fire accidents without loss of human life. | i) Reduction to lower grade.
ii) If the staff is in the lowest grade reduction to a lower stage. |

MAJOR PENALTY NORMS

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| Item No. iv | Withholding of incrementnts.of Pay for a specified period with future effect. |
| Item No. v | Reduction to lower stage in time scale of Pay for a period not exceeding 3 years, without cumulative effect. |
| Item No. vi | Reduction to a lower timescale of Pay, Grade, Post or Service. |
| Item No. vii | Compulsory retirement. |