



**NORTHERN RAILWAY**

**Sr. DEE (OP)**

**Divisional office Firozpur**

**No .516-M/O/M-I/Safety Drive/26**

**Date: 02.03.2026**

**AEE/RSO/LDH & AEE(TR)ASR**

**ALL CCC/FZR, LDH, JUC, ASR**

**All CLIs FZR Divn., CTC/FZR, Dy.CTC/Chg./FZR & Dy.CTC/Frt./FZR**

**NRHQ Safety drive no. 46**

**Sub: -Week-long Safety Drive for prevention of SPAD.**

**Ref: - (i) Dy. CSO/Elect's L. No. 81-T/SD/37/2025/SAFETY dt. 26.02.2026**

**(ii) Dy. CEE letter No. 147-Elect/TRS/6/2 dated 02.03.2026**

In reference to the above a safety drive for one week is to be launched from 02.03.2026 to 08.03.2026 covering all aspects of SPAD incidences. There are some important points to be covered during the drive are mentioned in above cited letter and very play important role in preventing SPAD. All Officers/CLI, s should counsel the running staff (LP, LPS, ALP & TWO) regarding the instructions contained in the letter under reference (enclosed).

Daily progress of the drive, including Train Nos. checked/inspected and deficiencies noticed must be uploaded on Google sheet. Accordingly, running staffs (LP, LPS, ALP & TWO) are to be counselled for prevention of SPAD incidences. Necessary footplates/inspections/checks are to be carried out to ensure compliance. The outcome of the drive, bringing out systematic deficiencies and action plan with time line to be sent to this office latest by 09.03.2026 in the format attached as annexure.

DA: As above

**for Sr. Divi. Elect. Engineer (OP)**

**N. Rly, Firozpur**

**NORTHERN RAILWAY**

Headquarters office,  
Baroda House,  
New Delhi- 110001.  
Dated: 02.03.2026

No.147-Elect/TRS/6/2  
NRHQ Safety Drive No.46  
**Sr. Divnl. Elect. Engineer/Tr./OP/RSO,**  
Northern Railway,  
D.R.M. Office,  
JAT, FZR, UMB, DLI, MB & LKO.

**Sub: - Week long safety Drive for prevention of SPAD.**

Ref: Dy.CSO/Elect's L.No.81-T/SD/37/2025/SAFETY dt. 26.02.2026

In reference to the above A - Week long safety Drive for prevention of SPAD is to be launched with immediate effect from 02.03.2026 to 08.03.2026 covering all aspects Prevention of SPAD incidences.

Some of the important points that need to be covered during the drive are mentioned below:

1. Crew must ensure that proper signal(s) for their train are taken 'OFF' or authority received before starting the train. Counselling of Crew should be conducted in this regard.
2. The ALP should call out the signal aspect along with the signal number and give a hand gesture; the LP should acknowledge by repeating the signal aspect.
3. Counselling should include special emphasis on maintaining prescribed speeds while:
  - Passing signals at double yellow and yellow aspects,
  - Entering loop lines, and
  - Approaching signals at danger (red aspect).
  - Special emphasis shall also be given to the procedure to be followed while passing an Automatic Signal at 'Red' and observance of all prescribed precautions in Automatic Signaling territories.
4. LPs should be counselled for timely application of brakes and not to assume the aspect of the next signal.
5. LPs/ALPs should be counselled to continuously repeat "Danger" when sighting a red signal until the train has stopped.
6. ALP shall keep his hand on the RS valve while the train is approaching a signal at 'Danger' (Red) and should not hesitate to operate it, if required.
7. ALP should also be counselled to apply the emergency brake by opening the RS valve in case the LP is not vigilant or fails to react appropriately to the signal aspect.
8. Speed curve of crew should be analyzed on regular basis to check the braking behavior followed by crew. There should not be late application of brakes. Action against Loco Pilot on late application be taken after study of braking application pattern.
9. Ensure that LPs are carrying out brake feel and brake power tests as per procedure and adhering to all speed restrictions.
10. Ambush checks and extensive footplate inspections by officers and supervisors, particularly during night and in automatic signaling territories, should be ensured for checking the alertness of the crew.
11. Running staff should be advised to avoid packing personal belongings while approaching the terminating station.
12. Loco Pilots must not use mobile phones while on run. Random verification of crew call details from service providers should be conducted, and defaulters dealt with under D&AR provisions.
13. Cases of long crew duties should be closely monitored and analysed, and necessary measures should be taken to minimize such instances to the maximum extent possible.
14. Counseling & foot plating overdue crew is to be monitored at Division regularly by using CMS reports.

Daily progress of the drive, including Train Nos. checked/inspected and deficiencies noticed must be uploaded on Google sheet. Accordingly, running staffs (LP, LPS, ALP & TWD) are to be counseled for prevention of SPAD incidences. Necessary footplates/inspections/checks are to be carried out to ensure compliance. The outcome of the drive, bringing out systematic deficiencies and action plan with time line to be sent to this office latest by 09.03.2026 in the format attached as annexure.

DA: As above



(Naveen Kumar Agarwal)  
Chief Electrical Engineer/Operations

Copy to:

1. PCEE/NR: for kind information please.
2. PCSO/NR: for kind information please.
3. CEE/Operations: for kind information please.
4. CTLC/NRHQ: for collection of compliance report on daily basis

Week long safety Drive for prevention of SPAD incidences from 02.03.2026 TO 08.03.2026

(Crew Aspects)

Division		
S.NO.	Checks of Aspects	Outcome/deficiencies on daily basis
1	Nos. of footplate conducted by	Officer
		CLIs
2	Nos. of running staff(LPs, LPSs , ALPs & TWOs) were counselled for prevention of SPAD incidences.	LPs
		LPSs
		ALPs
		TWOs
3	No. of ambush check conducted	
4	No. of Improper Calling out Signal aspect	
5	No. of Improper Hand gesture	
6	No. of ALPs whose hand was not on RS/Emergency valve after passing one yellow.	
7	No. of Crew who did not ensure that the proper signal(s) for their train were taken 'OFF' or that proper authority was received before starting the train.	
8	No. of Crew found over-speeding while passing signals at double yellow, single yellow, approaching red signal, or passing an automatic signal at red.	
9	No. of crew found not controlling the train through timely application of brakes	
10	No. of Crew who did not repeat "Danger" upon sighting a red signal until the train had stopped.	
11	No. of LPs who were not carrying out Brake feel/Brake power test	
12	No. of LPs which had poor braking technique at different types of load according to SPM data	
13	No. of Crew found packing personal belongings while approaching the terminating station	
14	No. of crew found using mobile phones while on run, based on random verification of crew call details from service providers.	
15	No. of cases of crew performing long duty hours has been reduced by implementing necessary measures based on weekly comparative analysis.	
16	The number of overdue cases of counseling and foot-plating of crew has been reduced through regular monitoring.	
17	Number of cases in which the quality of LRs and crew competencies were found to be unsatisfactory.	
18	Details of Abnormalities	

**NORTHERN RAILWAY****Corrigendum**

**Head Quarters Office  
Baroda House  
New Delhi**

**No. 81-T/SD/37/2025/SAFETY****Dated: 26.02.2026**

**Divisional Railway Manager  
DRM's Office  
DLI, FZR, MB, UMB, LKO and JAT.**

**SAFETY DRIVE No.- 37 (HQ).**

**Sub: - Week-Long Safety Drive for various items of Elect, Mech, S&T, Optg,  
Engg. departments.**

A Safety Drive will be launched with special emphasis starting from 02.03.2026 for one week given to the following aspects.

<b>ELECTRICAL</b>	<ul style="list-style-type: none"><li>• TRD: drive for neutral section and overlap such as state of cleanliness of insulators, condition of arcing horns and arc traps and Pantograph hit marks etc.</li><li>• CREW: drive on SPAD.</li><li>• Traction Availability of safety material and unit exchange spare in sheds.</li></ul>
<b>MECHANICAL</b>	<ul style="list-style-type: none"><li>• Drive to ensure that all outlines are free of water logging, clearing of drainage, availability of pump.</li><li>• Ensure that all lights in yards for night examination are working</li></ul>
<b>S&amp;T</b>	<ul style="list-style-type: none"><li>• To check and ensure whether proper procedure is being followed by S&amp;T staff for rectification of failures of S&amp;T equipment.</li><li>• To check and ensure whether proper procedure is being followed by S&amp;T staff for testing, overhauling and maintenance of signaling equipment as per schedule.</li></ul>
<b>OPERATING</b>	<ul style="list-style-type: none"><li>• Ensure proper shunting practices in the yard, duly following the laid down norms.</li><li>• Ensuring train operations during the signal failures in accordance with the extant rules regarding disconnections and reconnections.</li><li>• Speed during shunting should normally not exceed 15 kmph.</li><li>• The shunting should be supervised by competent railway staff.</li></ul>
<b>ENGINEERING</b>	<ul style="list-style-type: none"><li>• Preparation of Hot Weather Precautions.</li></ul>

These aspects are only indicative in nature; HQ should issue a comprehensive drive including suitable checklist for inspecting officers/supervisors. Officers of various department from HQ

should also be involved. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive.

Officers from the various departments have to do inspections pertaining to their areas. Some of the checks to be done are given in Board's letter but these are only indicative. The inspection officer has to cover all aspects of safety of his department while doing the inspection.

At the end of the Drive the deficiencies/irregularities noticed should be given along with the action taken/plan along with the target dates. A critical analysis is to be done to identify systematic deficiencies. The result of the drive bringing out systematic deficiencies and action taken/planned to be taken with timeline should be sent to this office. The report is to be sent to this office in hard copies as well as soft copies by 10.03.2026.



**Dy. CSO/Elect. /HQ**  
**(For Principal Chief Safety Officer)**

**Copy to:**

- 1. PCOM, PCE, PCME, PCEE, PCSTE, for information and necessary action please.**
- 2. Sr. DSO/DLI, FZR, UMB, MB, LKO and JAT for information and necessary action please.**