



उत्तर रेलवे

कार्यालय वरि. म. वि. अभि./परि./दिल्ली

Email: srdeersodli@gmail.com

No. 230/Elect/RSO/Safety Drive/2025

मण्डल रेल प्रबंधक कार्यालय
स्टेट एंट्री रोड, उत्तर रेलवे, नई दिल्ली

दिनांक: 29.08.2025

सभी मुख्य लोको निरीक्षक,
समस्त वरिष्ठ चालक दल नियंत्रक/ लॉबी,
जाखल, जींद, रोहतक, शकूरबस्ती, दिल्ली सराय रोहिल्ला,
दिल्ली, आनंद विहार, गाजियाबाद, मेरठ शहर, पानीपत,
नई दिल्ली, हजरत निजामुद्दीन, तुगलकाबाद, पलवल।

स्टेशन मास्टर,
नया खुर्जा, गढ़ी हरसर

संरक्षा अभियान - RSO SD-29/2025

विषय: दिनांक 10.07.2025 को उत्तर मध्य रेलवे के प्रयागराज मंडल पर मालगाड़ी के SPAD की असामान्य घटना।

संदर्भ: (i) RB पत्र संख्या 2025/Elect.(TRS)/138/1 (Bd. Mtg) दिनांक 30.07.2025.

(ii) NRHQ पत्र संख्या 230-ELECT-TRS/137/Pt-1 Drivers/Safety Drives दिनांक 26.08.2025

उपरोक्त संदर्भित पत्र के अनुसार, प्रधान कार्यालय के आदेशानुसार दिनांक 10.07.2025 को प्रयागराज मंडल/NCR के मखनपुर (MNR) स्टेशन पर मालगाड़ी संख्या EAN - 03, लोको संख्या 60027/WAG-12/SRE से संबंधित SPAD घटना की समीक्षा दिनांक 16.07.25 को आयोजित बोर्ड बैठक में की गई और मंडलों द्वारा अनुपालन हेतु निम्नलिखित निर्देश दिए गए।

- Critical signals के बारे में चालक दल की गहनता से काउंसलिंग करें, विशेष रूप से ऐसे सिगनल जो कि राईट हैण्ड साइड पर लगे हुए हो, बराबर लाइन के दूसरी तरफ राईट हैण्ड साइड/लेफ्ट हैण्ड साइड पर लगे हो, कर्व पर स्थित हों, या जहां दृश्यता बाधित हो, उचित दूरी से सिगनल आस्पेक्ट दिखाई न देते हो। गाड़ी कार्य के दौरान चालक दल के द्वारा डिवीज़न से जारी सिगनल लोकेशन बुक को सामने खोलकर रखना चाहिए।
- जब तक गाड़ी अपने गाड़ी के लिए दिए गए लाल सिगनल पर खड़ी न हो जाए, तब तक आगे आने वाले सिगनल के आस्पेक्ट पर कड़ी नज़र बनाये रखनी चाहिए व उचित सिगनल कॉल आउट भी जारी रखना चाहिए तथा गाड़ी को निर्धारित स्थान पर रोकने हेतु उचित कार्यवाही करनी चाहिए।
- ALP/Co-LP को गहनता से काउंसल करे की ज़रूरत पड़ने पर बिना किसी हिचकिचाहट के आपातकालीन ब्रेक का उपयोग करें व गाड़ी का निर्धारित स्थान पर खड़ा होना सुनिश्चित करें।
- गाड़ी कार्य के दौरान चालक दल को किसी अन्य कार्य के न व्यस्त होने से बचना चाहिए और आगे आने वाले सिगनल की तरफ ही पूर्ण रूप से ध्यान केन्द्रित करना चाहिए।
- पूर्व में हुई SPAD की घटनाओं के कारण व सुझाव के सम्बन्ध में ETC/GZB के द्वारा समय समय पर केस स्टडी डॉक्यूमेंट जारी किये जाते अतः इनकी मदद से काउंसलिंग के दौरान पूर्व में हुई SPAD घटनाओं पर चर्चा करें, ताकि चालक दल को मूल कारणों को समझने में मदद मिल सके, जिससे चालक दल सीखे गए सबक को वास्तविक समय के परिदृश्यों में लागू कर सके और ऐसी घटनाओं की पुनरावृत्ति से बच सके।
- चालक दल को कोहरे के समय सुरक्षित गाड़ी संचालन के लिए सुरक्षित उपकरणों के सही उपयोग के बारे में काउंसल करे, विशेष रूप से, बेहतर सिग्नल के लिए FSD का antenna कैब के बाहर को उचित स्थान पर लगाये।

अतः सभी मुख्य लोको निरीक्षकों को यह निर्देश दिए जाते हैं कि चालक दल से सम्बन्धित मद्दों पर अपने मनोनीत/गैर-मनोनीत रनिंग स्टाफ को उक्त मद्दों पर काउंसल करें व फूटप्लेट के दौरान इस ड्राईव में दिए गए निर्देशों का अनुपालन सुनिश्चित करें। ड्राईव की रिपोर्ट को मंडल कार्यालय में प्रस्तुत करें।

(Handwritten Signature)

वरिष्ठ मण्डल विद्युत अभियन्ता/परि०/दिल्ली

उत्तर रेलवे

प्रतिलिपि:

- PS to DRM for kind information of DRM please.
- CEE/OP/NR – for kind information please.
- ADRM/OP/DLI/NR – for kind information please.

- Sr. DSO/DLI/NR – for kind information please.
- Sr. RBA/DLI/NR- for kind information please.
- DEE/RSO/DLI & ADEE/RSO/DLI/NR – for kind information and necessary action please.
- Principal ETC/ GZB, DTC/TKD – for kind information and necessary action please.
- CLI/BTC/TKD - for necessary action.
- CTC/NDLS Control – for necessary action.

Page 01 of 02.



NORTHERN RAILWAY

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

L.No. 230-ELECT-TRS/137/Pt-1Drivers/Safety Drives

Sr. Divnl.Elect.Engineer/Tr./OP/RSO,
Northern Railway,
D.R.M. Office,
JAT, FZR, UMB, DLI, MB & LKO.

Sub: Unusual incident of SPAD of Goods train over Prayagraj Division of North Central Railway on 10.07.2025.

Ref: RB's Letter No. 2025/Elect (TRS)/138/1(Bd. Mtg) dated 30.07.2025.

Please find enclosed herewith a copy of Railway Board's letter under reference above, which is self-explanatory.

Accordingly, a SPAD incident involving Goods Train No. EAN-03, Loco No. 60027/WAG-12/SRE at Makkhanpur (MNR) station, Prayagraj Division/NCR, on 10.07.2025 was reviewed in the Board Meeting held on 16.07.25 and the following directives were given by Railway Board for compliance by divisions.

1. Until the location of signals is rectified, the locomotive crew should be counseled regularly and repeatedly regarding the location of such signals.
2. Proper working of fog safe device should be ensured including placement of the device antenna outside the locomotive cab as antenna needs to be kept outside for better signal reception.
3. It is seen from the SPAD cases that crew are mentioning, while signal aspect should have been seen and acted upon, however their attention on any other activities is not correct. Crew should be counseled for such incidence and a compendium needs to be made of such cases and used for training.

The SPAD incident appears to have resulted from crew distraction during a discussion on the 20 kmph caution imposed just after the advance starter signal at MNR station, leading to an oversight of the danger aspect of the advance starter signal. Similar distractions have contributed to past SPAD cases, including:

- i. Discussions on caution orders (PSR/TSR)
- ii. Mobile use during run
- iii. Sudden trespassing or ACP incidents
- iv. Cattle runovers
- v. Packing belongings while approaching crew change points
- vi. Logbook/paperwork entries
- vii. Loco inspections for troubleshooting on moving train

In order to avoid such incidences, divisions are advised to:

- a. Rigorously counsel running staff on critical signal locations, especially those placed on right hand side, extreme right hand side/left hand side, located on curves, or with restricted visibility.
- b. Emphasize upon continuous observation and repetition of the signal aspect until the train halts.
- c. Counsel ALPs to use the emergency brake if needed without hesitation.
- d. Ensure crew remain focused solely on signals and avoid any other tasks while approaching them.

File No.NR-HQ0ELEC(LOCO)/164/2020-O/o Dy. CEE/RS/HQ/NR

- e. Signal location books should be regularly updated to clearly mark critical signals, including those on right hand side, extreme right hand side/left hand side, located on curves, or with restricted visibility, and must be made available to all crew.
- f. Enforce compliance with RB's letter No. 2025/Elect (TRS)/113/5 dated 01.05.2025 regarding paper work to be carried out by crew during journey.
- g. Discuss past SPAD incidents during counselling sessions to help crew understand the root causes enabling crew to apply the lessons learned in real-time scenarios and avoid recurrence of such incidents.
- h. Counsel crew on correct use of fog-safe devices, especially proper placement of antennas outside the cab for better signal reception.

The compliance report of the above instructions should be submitted to this office at the earliest.

DA: As above

(Kamal Kant Rastogi)

Digitally Signed Operations

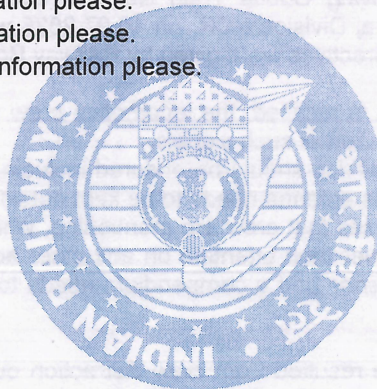
Kant Rastogi

Date: 26-08-2025 12:06:35

Reason: Approved

Copy to:

- 1. PCEE/NR: for kind information please.
- 2. PCSO/NR: for kind information please.
- 3. CEE/Operations: for kind information please.



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4/08/25



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



International Year
of Cooperatives

No. 2025/Elect(TRS)/138/1 (Bd. Mtg)

New Delhi, Dated : 30.07.2025

General Managers,
All Zonal Railways.

Gm
PCEE

Sub : Unusual incident of SPAD of Goods train over Prayagraj Division of North Central Railway on 10.07.2025.

Ref : Secy, Rly Board's note no. 2025/Secy/Bd.Mtg./28 dated 23.07.2025

The SPAD incident involving Goods Train No. EAN-03 (Loco No. 60027/WAG-12/SRE) at Makkhanpur (MNR) station, Prayagraj Division/NCR, on 10.07.2025 was reviewed in the Board Meeting held on 16.07.25 and following directives were given:

- (i) Until the location of signals are rectified, the locomotive crew should be counseled regularly and repeatedly regarding the location of such signals.
- (ii) Proper working of fog safe device should be ensured including placement of the device antenna outside the locomotive cab as antenna needs to be kept outside for better signal reception.
- (iii) It is seen from the SPAD cases that crew are mentioning, while signal aspect should have been seen and acted upon, however their attention on any other activities is not correct. Crew should be counseled for such incidence and a compendium needs to be made of such cases and used for training.

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- Mobile use during run
- Sudden trespassing or ACP incidents
- Cattle runovers
- Packing belongings while approaching crew change points
- Logbook/paperwork entries
- Loco inspections for troubleshooting on moving train

In order to avoid such incidences, Zonal Railways are advised to:

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- : 2 : -

- Emphasize upon continuous observation and repetition of the signal aspect until the train halts.
- Counsel ALPs to use the emergency brake if needed without hesitation.
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- Signal location books should be regularly updated to clearly mark critical signals, including those on right hand side, extreme right hand side/left hand side, located on curves, or with restricted visibility, and must be made available to all crew.
- Enforce compliance with Board's letter No. 2025/Elect(TRS)/113/5 dated 01.05.2025 regarding paperwork to be carried out by crew during journey.
- Discuss past SPAD incidents during counselling sessions to help crew understand the root causes enabling crew to apply the lessons learned in real-time scenarios and avoid recurrence of such incidents.
- Counsel crew on correct use of fog-safe devices, especially proper placement of antennas outside the cab for better signal reception.



g.ve 30/7/21

(V.Venkatasubramanian)
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Railway Board
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