



VINAY MITTAL

Reg.No. 60.D. Date 22/1/13
Sr. DEE/TRSO
ADEE/TRO
Section

Chief CSO (TRSO)

Danyal
अध्यक्ष, रेलवे बोर्ड

एवं
पदेन प्रमुख सचिव, भारत सरकार
रेल मंत्रालय
नई दिल्ली - 110 001
CHAIRMAN, RAILWAY BOARD
&
EX-OFFICIO PRINCIPAL SECRETARY,
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
NEW DELHI-110001
7-1-2013

D.O.No.2013/Safety(A&R)/3/1

My dear Asthana,

Sub: Collisions due to SPAD during December 2012

During the last week of December 2012, three collisions and an averted collision have taken place over Indian Railways which is a cause of serious concern. All the four cases were due to Signal Passing at Danger (SPAD) by the Loco Pilot.

On 26-12-2012, a light engine overshot Starter and Advanced Starter Signal of Chabua Station of NFR while being received on the mainline and collided head-on with a passenger train coming from opposite direction in the single line section. The loco of the passenger train was not fitted with the ACD equipment, due to which the collision could not be prevented.

Let this be known to all concerned - website

On 29-12-2012, a head-on collision occurred at Marwar Mundwa station of NWR. At this standard-I interlocked station, a goods train had arrived on the loop line and the points at far end were set for the mainline to provide the mandatory overlap. The Loco Pilot of M/E train coming from opposite direction passed the Home signal at danger, entered loop line and collided head-on with the goods train.

On 29-12-2012, a M/E train passed inner Starter signal of Bellary station of SWR at danger and side collided with a goods train which was standing on the bye-pass line for crew changing, without clearing the Fouling Mark. The incorrect and objectionable practice of stopping the down trains on the bye-pass line for changing the crew, even when the rear portion was obstructing the Up mainline, was being followed at this station on a regular basis without any check being exercised either at the divisional or Zonal levels.

All DPEs, COM, CME, CSO, CE

P. J. S. S. S.
Sr. DSO
Sr. DDM
Sr. DME/OCF
Sr. DEE/TRO
Sr. DME/RCW

भारत रेलवे, स. रेलवे बोर्ड
RAILWAY BOARD OAR
दिनांक 05 JAN 2013
Date: 05 JAN 2013
Railway Board Manager

Contd./-

On 29-12-2012, a collision was averted at Kochuveli station of SR when a passenger train passed the Up-Home signal at danger at a time when another passenger train was leaving from the common loop in the down direction, cutting across the Up mainline of the station.

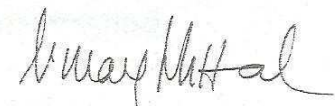
The sudden spurt and continued recurrence of the cases of Signal Passing at Danger, (SPADs) resulting in collisions or averted collisions are a cause for serious concern. As senior managers, you would appreciate that the likely causes in such cases could be inadequate training, ineffective monitoring of LPs, a disconnect between the LIs and LPs or shortcuts adopted during road learning. Such failures could also occur due to long hour running of the crew and some inconsistencies in the crew links which could perhaps merit a review.

SPAD cases, caused completely due to human error, are a cause for embarrassment and leave a very adverse impression of the Railways as a whole, notwithstanding the loss to life and property that is caused by such incidents.

I expect initiation of pro-active steps from your side in ensuring that such incidents are completely eliminated through effective monitoring, counseling and a careful analysis of the causes that could be responsible. A report on the action taken may be sent by the end of this month.

With best wishes,

Yours sincerely,



(Vinay Mittal)

Shri G.N. Asthana,
General Manager,
South Central Railway,
Secunderabad



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S/D/E/MSO
22/1/13