

**SPAD incidence of 12627 in PUNE Div/C.R.**

**Case History:** On date 02.08.2024 in DD-MMR section of Pune division, VPR (Visapur station) DN Mainline starter (S-3) was in danger for train no. 12627 (SBC-NDLS) express. Train 12627 Express did not stop at DN main line starter at danger but overshot the danger Signal and stopped by applying emergency brakes. Train overshot the signal at ON by 337 meters and stopped 17 meters before the next signal ie advance starter signal.

**Cause of the Incidence:** This SPAD case occurred due to LP and ALP both assumed signal aspect of the DN Mainline starter (S-3) as “One Yellow” but the actual aspect was danger. LP & ALP statements are not matching with the simulation, especially Home Signal aspect & Starter signal aspects.

1. Train passed VPR **DN Home signal at 58 kmph on “One Yellow” Aspect.**
2. Train passed VPR **DN Main line starter at 57 kmph on “Red “Aspect.**
3. After Passing M/L Starter in “Danger” aspect crew **applied emergency at 56 kmph** and Train overshot the S3 signal by 337 meters.

**Crew Duties to avoid Such Incidents:**

1. Crew must follow **GR 3.78** (Duties of engine crew in respect of signals) rigidly.
  - a. The Loco Pilot shall pay **immediate attention to and obey every signal** whether the cause of the signal being shown is known to him or not.
  - b. The Loco Pilot shall not, however, **trust entirely to signal**, but always be vigilant and cautious.
2. While passing “One Yellow” aspect train should be run with **controlled speed** as per guidelines.
3. LP & ALP must **continuously watch the signal** and act accordingly, till they arrive close to signal.
4. LP & ALP should be **alert and vigilant specially after noticing one yellow aspect of signal. Must never assume next signal aspect.**
5. During operation of train **LP & ALP should focus their attention on signals** and **should not deviate their mind** in any circumstance.
6. LP's must not depend on any one regarding Signal aspects. Only after **confirmation personally** train must be worked.

### G&SR rules violated in this incidence:

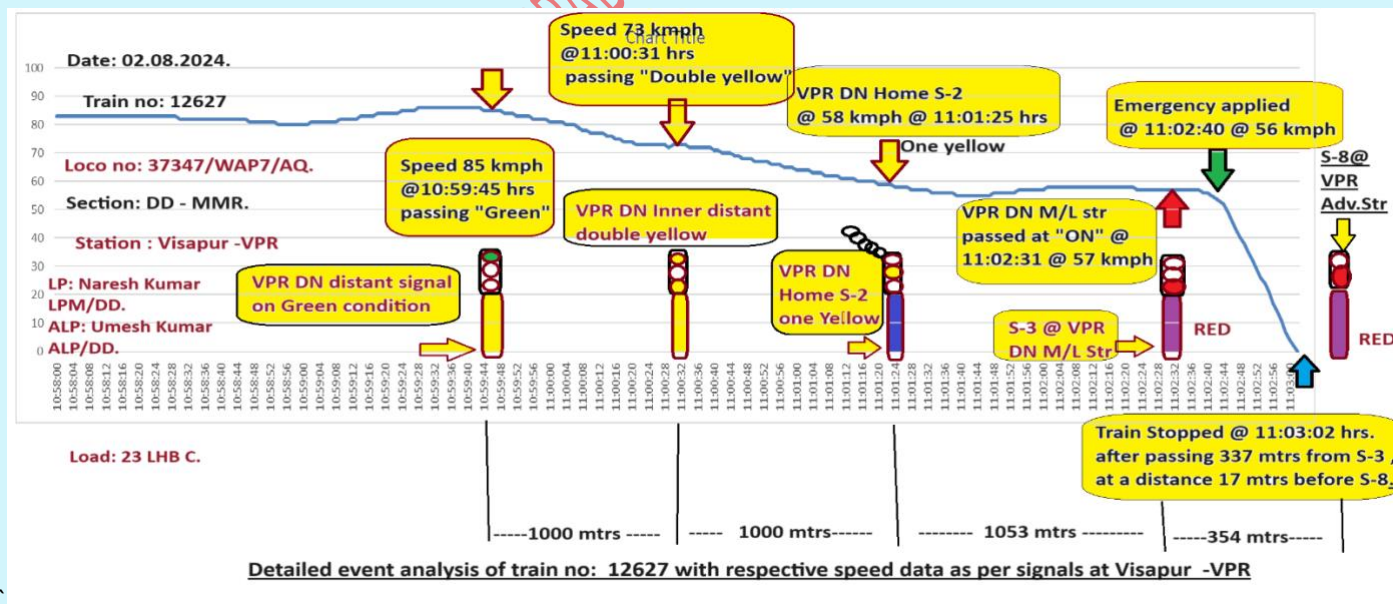
- 1). GR 3.78 (1)(a)(b) vide C/slip no.02-duties of engine crew in respect of signals.
- 2). GR 3.80 – Duties when approaching STOP signals is in “ON” condition.
- 3). GR 4.40- Keeping a good looking out.

### ILL effects of SPAD: -

1. Spoiling Image of Railway organization'
2. Spoiling self-carrier, social status, family responsibility and financial loss.
3. Huge financial loss of Railway due to delay in public services & damages to assets.
4. Ignorance of Public safety, loss of human life etc.

### Lessons to be learnt in this incidence:

- ❖ LP & ALP should be alert and vigilant especially after noticing one yellow aspect of signal. Train should be kept well under control.
- ❖ During the train operation LP & ALP should focus their attention on signal aspects and should not divert their mind in any circumstances.
- ❖ On passing single yellow LP should become cautious and bring the train in control.
- ❖ Using emergency brake promptly on time by ALP without any hesitation.
- ❖ Do not assume/predict the signals.
- ❖ ALP should open RS flap valve if speed is beyond prescribed limit while passing one yellow aspect signal. (Must follow SPAY- guidelines- \*\*SPAY -Signal Passing At Yellow)



**Note: This case study is prepared only for the purpose of the counselling to crew. It should not be considered for any other purpose except counselling.**

**OUR AIM - NO SPAD**