EAST CENTRAL RAILWAY

OPERATING SAFETY ALERT No. 05 /2020

Sub: Regarding rigid observance of provisions under SR. 4.35 para (6) in the wake of SPAD on 14.09.2020 in Lucknow Division of NER.

On 14.09.2020 a very peculiar SPAD accident took place at Ghaghara Station on Lucknow – Gorakhpur D/L section in Lucknow Division of North Eastern Railway. One DN Goods train no. BGSN (Engine no. 31364) going towards Gorakhpur was controlled at Ghaghara Station at 03.34 a.m for giving precedence to Train no. 01015 DN (LTT – GKP Exp.) and Train no. 02572 DN (Humsafar Exp.). On duty SM had already informed Loco Pilot & Guard of DN/ BGSN through VHF that his stoppage was for giving precedence. Train no. 01015 DN Exp. Passed through at 03.41 a.m. Now the signal was taken Off for through passing of 02572 DN Humsafar Exp. which was going towards Gorakhpur, at the same time Loco Pilot of train no. BGSN (Engine no. 31364) got his train started from line no. 04 without ensuring the Off aspect of his Starter Signal and without taking starting hand signal of the Guard. As the frequency of walkie talkie sets of Loco Pilot, Guard and Station Master is same, due to poor frequency of VHF set, the Loco pilot of train no. DN/BGSN which was controlled at this station wrongly heard the Guard saying that let us go and they moved ahead whereas signals at that time were already taken Off for DN Humsafar Express for a run through arrangement on the adjacent line. By the time the Loco Pilot could come to know that the signal was not for him and the brake pipe pressure also dropped by the Guard, two wagons with engine entered into the dead end and thereby SPAD happened but luckily Humsafar Exp. had not come, otherwise, it would have been disastrous.

On ECR, provisions made under para (6) of SR 4.35 related to the above context is reiterated below for ready reference and their strict observance -

SR. 4.35:

(6) Train stopped for precedence:-

Whenever a train is controlled at a station for giving Precedence, Station Master on duty shall inform to Loco pilot about the stoppage of his train for giving precedence to another train and that onward movement of his train will be informed.

Stipulations made under SR. 14.01 shall be followed and the Station Master or Loco Pilot while communicating on Walkie – Talkie will clearly mention his identity alongwith station name/train no. and also confirm the identity of the speaker at the other end.

Note: Above provisions also to be incorporated in Station Working Rules (SWR) of stations.

To sensitize concerned staff towards the lapses that caused the accident in NER

and to ensure rigid observance of SR 4.35, para (6), divisions are directed to launch 15 days drive. It should also be ensured that the above provisions have been incorporated in Station Working Rules (SWR) of stations. Further, it is also desired that a copy of Safety Alert be displayed on the Notice Board of every Crew Lobby and also at such other places to draw the attention of crew and guard.

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