

NORTHERN RAILWAY

Headquarters Office,  
Baroda House,  
New Delhi.

**P.S.No.14843/2018**

No.755-E/3IV/LP/EIIC

Dt:- .01.2018.

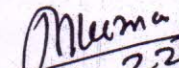
The DRM / NR, DLI, FZR, LKO, MB & UMB.  
CAO/C K Gate DLI, CAO/C USBRL/Satyam Complex, Trikuta Ngr / JAT.  
CWM / CB-LKO, JUDW, AMV-LKO & ASR, CWM/Signal Shop/GZB.  
Dy CMM / SSB, AMV-LKO & JUDW.  
Chief Manager (Ptg & Sty) Punjabi Bagh, Delhi.  
DyCE/Bridge, CB-LKO & JUC.

Sub: Guiding norms for imposition of punishment on Loco Pilots/Assistant Loco Pilots in cases of Passing Railway signals at Danger (SPAD) as specified in first proviso to Rule 6 of the Railway Servants (Discipline and Appeal) Rules, 1968 (as amended from time to time).

A copy of Railway Board's letter No.2017/Safety (A&R)/18/11 dated 08.01.2018 (RBE No. Nil), is enclosed herewith for your information and necessary action please.

The above P.S. is available on the website given as under:-  
10.2.2.19/dept/personnel\_main.html and <http://10.2.2.19/dept/personnel/14843.pdf>

Please acknowledge the receipt.  
DA. As above.

  
(Naresh Kumar) 22/1/18  
For General Manager (P)

Copy to:-

1. All PHODs and All Officers of Personnel Dept. HQs office, Baroda House, NDLS.
2. Genl. Secy NRMU, 12 Chelmsford Road, New Delhi.
3. Genl. Secy URMU, 166/2, P.K.Road, New Delhi.
4. Genl. Secy AIOBC Rly Emp Asso 171/A3, Basant lane, New Delhi.
5. Zonal. Secy All India SC/ST Rly Emp Asso North Zone office, Baroda House, NDLS.
6. Genl Secy NRPOA Room No.301, HQs office, Baroda House, NDLS.
7. Dy CPO/T&C, 'P' Br. HQs office, Baroda House, NDLS for uploading on the website, to co-ordinate & monitor its implementation.



GOVERNMENT OF INDIA/BHARAT SARKAR  
MINISTRY OF RAILWAYS/RAIL MANTRALAYA  
(RAILWAY BOARD)

118  
8870.5  
11/1/18

No.2017/Safety (A&R)/18/11



New Delhi,  
Dated 08.01.2018

The General Manager,  
All Indian Railways (including KRCD)

NR

PCPO  
CPOTA  
SPOIM&E

Sub: Guiding norms for imposition of punishment on Loco Pilots/Assistant Loco Pilots in cases of Passing Railway signals at Danger (SPAD) as specified in first proviso to Rule 6 of the Railway Servants (Discipline and Appeal) Rules, 1968 (as amended from time to time).

PCFE  
PCLO  
PCOM  
AU ORMA  
CSO  
9/1/18

Aforesaid norms have been reviewed by Railway Board and in supersession of all previous instructions of punishment in SPAD cases, the following shall apply:

1.0 Minimum punishment to be imposed in cases of Signal Passing At Danger (SPAD)

1.1 Punishment in SPAD (in case of 1<sup>st</sup> instance):

SN	SPAD at	Condition	Punishment recommended
(i)	(ii)	(iii)	(iv)
1.1	During reception of Train: SPAD has occurred on any reception signal including Starter signal when train is being received.	1.1.1 Distance travelled beyond the Stop Signal is upto Signal Overlap/ Block Overlap or less.	(i) For Loco Pilots: <ul style="list-style-type: none"> <li>Reduction to a lower post/grade of Loco Pilot Shunter for a period of 02 years where the period of reduction shall operate to postpone future increments of pay, where SPAD is entirely due to neglect of Loco Pilot.</li> <li>Reduction to a lower grade/post of Loco Pilot Shunter for a period of 02 years, if there are contributory factors like loss of brake power on the run which he could not have detected when he took charge of the locomotive.</li> </ul>

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		<p>(ii) <u>For Assistant Loco Pilots:</u></p> <ul style="list-style-type: none"> <li>• Reduction to the lowest grade/post for a minimum period of three years, where the period of reduction shall operate to postpone future increments of pay.</li> <li>• Reduction to the lowest grade/post for a minimum period of three years, if there are contributory factors like loss of brake power on the run.</li> </ul> <p>(iii) Safety/monitoring category of involved crew should be kept as 'C' for 02 years after fit for main line duty.</p> <p>(iv) Loco Pilots involved in SPAD case will be immediately de-rostered, sent for refresher course and fresh psycho-test.</p> <p>(v) Competency Certificate should be re-issued after checking their knowledge by competent Authority.</p>
	<p><b>1.1.2</b> Distance traveled beyond the Stop Signal is more than the Signal Overlap/ Block Overlap.</p>	<p>Removal from service or Compulsory retirement where entirely due to neglect of loco pilot ; Reduction to a lower grade for a period of 02 years, where the period of reduction shall operate to postpone future increments of pay, if there are contributory factors like loss of brake power on the run which he could not have detected when he took charge of the locomotive.</p> <p>At the appeal stage, contributory factors and past records of Loco Pilot may be</p>

*HB Singh*

