SAFETY CIRCULAR NO: 05/2026

"One copy Pasting in Safety Order Book."

OFFICE OF THE
SR. DEE (OP) S.E. RLY CKP
Dt 17.06.26
SERIAL No 214/26

South Eastern Railway

Office of the
Principal Chief Electrical Engineer
Garden Reach, Kolkata-43.
Dated: 17.06.2026

No. EL/OPTG/Safety-4

Sr. Divisional Electrical Engineer (OP)
ADRA, Chakradharpur & Kharagpur
Divisional Electrical Engineer (OP)
Ranch
Principal/ ELTC

Sub: SPAD of Train No. 12392 at Fatuha station over Danapur Div of ECR on 27.04.2026 and Side Collision at Dalauda Station yard in Ratlam Division of Western Railway on 07.05.2026.

Ref: Railway Board's letter no. 2026/Elect (TRS)/118/1 (Board Meeting), dated 08.06.2026.

Please find enclosed herewith, the letter under reference, containing the directives issued by the Railway Board in connection with the SPAD incident involving Train No. 12392 at Fatuha Railway Station under the Danapur Division of East Central Railway on 27.04.2026, and the side-collision incident in the yard of Dalauda Railway Station under the Ratlam Division of Western Railway on 07.05.2026. The Railway Board has issued the following directives to prevent recurrence of such incidents:

A. The following instructions have been issued by RB:

i. The crew to be counselled for timely application of brakes and they should not assume the signal aspect.
ii. All precautions for Light Engine movement need to be taken during running.
iii. Light engine running speed graph should be analyzed for braking behavior of crew in Divisional Level similar to the braking pattern of the trains.
iv. Accident cases of Light Engine/ Tower Wagon/Track Machine should be analyzed.

B. Accordingly, divisions are advised to ensure intensive counselling of running staff on the following:

i. Strict adherence to the prescribed speed limits for 'YY' and 'Y' signal aspects issued previously by this office without assuming the aspect of the next signal. ALPs should be counselled to remain vigilant while passing caution signals, keep their hand on RS valve and promptly operate it whenever train speed is found to be above the defined limits.
ii. Repeated callout of "Red Ahead" upon passing a 'Y' signal, until dead stop or lowering of signal ahead, should be emphasized through regular counselling.
iii. Drive for practice of emergency brake application through RS valve should be continued to instill confidence in ALPs.
iv. Loco Pilots should be specifically counselled to apply SA-9 brake in place of A-9 brake while working Light Engine.Crew should be sensitized about higher emergency braking distance of a Light Engine, compared to a coaching stock and thus of the more restrictive speed at 'YY' and 'Y' aspects.

C. Monitoring of the behavior of LP & ALP in respect to signal as follows:

i. Apart from counselling, the braking technique of individual Loco Pilots at different signals be analyzed through braking pattern analysis as advised by this office previously.

ii. Bulk analysis of at Yellow signal, using RTIS and data logger should be carried out regularly to identify the defaulting LPs.

D. Instructions for Trial Run

i. Divisions are advised, during trials using Light Engine, it may be ensured that CLIs should accompany the Loco Pilot.

ii. The paper authority for movement in non-signaled lines should clearly indicate the permitted speed and the location of brake application, taking into consideration the topography, brake power, etc which shall also be verified by the accompanying CLI.

iii. Such location should be prominently indicated to Loco Pilot by placing a competent railway servant with hand signal flag/ lamp.

Divisions are advised to take necessary action and ensure the counseling of crew on the above instructions regularly and follow the instructions for trial runs.

Encl: as above

ATUL KUMAR

(Atul Kumar)

Chief Electrical Loco Engineer

Copy to:

PCEE & PCSO: for kind information please.

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

No. 2026/Elect(TRS)/138/1 (Bd. Mtg) New Delhi, Dated : 08.06.2026

General Managers,
All Zonal Railway
(incl. KRCL)

Sub: SPAD of Train No. 12392 at Fatuha station over Danapur Div of ECR on 27.04.2026 and Side Collision at Dalauda Station yard in Ratlam Division of Western Railway on 07.05.2026.

Ref : (i) MOM of Board meeting held on 06.05.2026
(ii) Board's letter no No. 2026/Elect(TRS)/138/2 (Bd. Mtg) dt 4.2.2026
(iii) Board's letter no. 2024/Elect(TRS)/113/10(speed res.) dated 09.12.25
(iv) Board's letter no. 2025/Elect(TRS)/138/1 (Bd. Mtg) dated 10.07.2025
(v) Board's letter no. 2025/Elect(TRS)/113/Safety Misc. dated 15.05.2025

PLEE ALL DRMs

During the Board meetings held on 06.05.2026 and 13.05.2026, the SPAD incident involving train no. 12392 at Fatuha station over Danapur Division of East Central Railway on 27.04.2026 and the side collision involving an electric light engine at Dalauda station yard in Ratlam Division of WR on 07.05.2026 were discussed. The following directives were issued during the meetings:

(i) The crew to be counselled for timely application of brakes and they should not assume the signal aspect.

(ii) All precautions for Light Engine movement need to be taken during running. Instruction may be issued/ reiterated.

(iii) Light Engine running speed graph may be analyzed for braking behavior of crew at Zonal level. Instruction may be issued/reiterated.

(iv) Accident cases of Light Engine/Tower wagon/Track Machine may be analyzed.

Accordingly, all Zonal Railways are advised to ensure intensive counselling of running staff on strict adherence to the prescribed speed limits for 'YY' and 'Y' signal aspects, issued vide Board's letter under ref (iii), without assuming the aspect of the next signal. ALPs should be counselled to remain vigilant while passing caution signals, keep their hand on the RS valve and promptly operate it whenever train speed is found to be above the defined limits. Repeated call out of "Red Ahead" upon passing a 'Y' signal, until

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dead stop or lowering of signal ahead, may be emphasized through regular counselling, as in ref (v). Drive for practice of emergency brake application through RS valve may be continued to instill confidence in ALPs.

Apart from counselling, the braking technique of individual Loco Pilots at different signals be analyzed through braking envelop analysis, as in ref (iv). Bulk analysis of speed at yellow signal, using RTIS and datalogger may be carried out regularly, as in ref (ii), to identify the defaulting LPs, with higher likelihood of SPAD.

Further, Loco Pilots should be specifically counselled for application of SA-9 brake in place of A9 brake, during light engine operations. They may be sensitized about higher emergency braking distance of a light engine, compared to a coaching stock and thus of the more restrictive speed at 'YY' and 'Y' aspects.

During trials using light engine, it may be ensured that CLIs accompany alongwith the Loco Pilot. The paper authority for movement in non-signaled lines should clearly indicate the permitted speed and the location of brake application, taking into consideration of topography, brake power, etc which shall also be verified by the accompanying CLI. Such location should be prominently indicated to loco pilot by placing a competent railway servant with hand signal flag/lamp.

Imp

Zonal Railways are advised to take necessary action in accordance

DA : as in ref

Digitally signed by
VIKASH ANAND
Date: 2026.06.08
20:31:43 +05'30'

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