

Amendment Slip No.-08, dated-24.07.2020 to the Accident Manual 2012 of NCR

[Ref: Dy.Director/Safety(A&R)-III, R.Bd. letter no.-2017/Safety(A&R)/18/11, dated-08.01.2018

Existing Appendix-Q-2, 3. is deleted and substituted as under -

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

1.1. Punishment in SPAD (in case of 1st 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 up to Signal Overlap /Block Overlap or less.	<p>(i) <u>For Loco Pilots:</u></p> <ul style="list-style-type: none"> • Reduction to a lower post/grade of Loco Pilot Shunter for a period of 2 years where the period of reduction shall operate to postpone future increments of pay, where SPAD is entirely due to neglect of Loco Pilot. • 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. <p>(ii) <u>For Assistant Loco Pilots:</u></p> <ul style="list-style-type: none"> • 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. • 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. <p>(iii) Safety/monitoring category of involved crew should be kept as 'C' for 2 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>
		1.1.2 Distance traveled beyond the	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

		Stop Signal is more than the Signal Overlap/Block Overlap.	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. At the appeal stage, contributory factors and past records of Loco Pilot may be taken into account and punishment reviewed. In exceptional cases, running duty may also be restored to such Loco Pilots after re-training and fresh psycho-test.
1.2	During Dispatch of the train-SPAD at Starter Signal, Advanced Starter Signal, IBS Signal and Automatic Signal	SPAD	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. At the appeal stage, contributory factors and past records of Loco Pilot may be taken into account and punishment reviewed. In exceptional cases, running duty may also be restored to such Loco Pilots after re-training and fresh psycho-test.
1.3	Gate Signal at Manned Level Crossing	SPAD	<p>1.3.1 <u>For Loco Pilots:</u></p> <ul style="list-style-type: none"> • 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. • Reduction to a lower post/grade 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. <p>1.3.2 <u>For Assistant Loco Pilots:</u> Reduction to the lowest scale for a period of two years, where the period of reduction shall operate to postpone future increments of pay.</p>

			<ul style="list-style-type: none"> Reduction to the lowest scale for a period of two 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. <p>1.3.3 Safety/monitoring category of involved crew should be kept as 'C' for 2 years after fit for Main Line duty.</p> <p>1.3.4 Loco Pilots involved in SPAD case will be immediately de-rostered and sent for refresher course.</p> <p>1.3.5 Competency Certificate should be re-issued after checking their knowledge by competent authority.</p>
1.4	Shunt Signal	Failure of LP/ALP in observing the Shunt Signal	Withholding of increments for two years, however, Disciplinary Authority must record the reasons for not imposing one of the major penalties.
1.5	SPAD in AWS/ATP territory	SPAD	<p>Removal from service or compulsory retirement where entirely due to neglect of Loco Pilot; Reduction to a lower grade/post 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 taken into account and punishment reviewed.</p> <p>In exceptional cases, running duty may also be restored to such loco pilots after re-training and fresh psycho-test.</p>

2.0 In 1st instance of SPAD, for all cases other than item no.1.1.1 and 1.3 in above table, punishment norms for ALP, will be as follows:

Any one of the major penalties will be awarded to ALP other than compulsory retirement/removal/dismissal from service, as decided by the competent authority.

3.0 Punishment in SPAD (in 2nd instance):

2nd instance of SPAD needs to be viewed seriously and thus needs to be penalized as per the following norms:

