



No L.102.LG.5.Safety/Accident/31

Date: 07.10.2025

Sr. DEE (TRO) BB, BSL, NGP

Sr. DME(Op) PA

DME (O&C) SUR

**CEE (Op) Instruction No. 08/2025**

**Sub: Application of RS valve by ALP to avoid SPAD cases.**

On 28.09.2025, one SPAD case occurred in KGP division of SER. On analyzing the case, it was revealed that, though the ALP had applied emergency brake, he could not avoid the SPAD due to late application of Emergency brake. Further it was also noted that the speed of the train was too high (113 kmph) while passing the yellow signal but ALP failed to react as there is no clear instruction to ALP in this regard.

In view of the above, there needs to be clear guideline to ALPs to act in case speed of the train is more than specified. Divisions are advised to implement the following instructions:

1. ALPs of coaching trains should be counselled to immediately apply RS valve, if the speed is more than following and speed is not reduced by the Loco Pilot:  
After passing caution aspect (One yellow) : 70 kmph  
One mast before sigma board in case of danger aspect (Red) : 20 kmph
2. ALPs of Goods trains should be counselled to apply RS valve, if the speed is more than following and speed is not reduced by the Loco Pilot:  
After passing caution aspect (One yellow) : 40 kmph  
One mast before sigma board in case of danger aspect (Red) : 15kmph

In suburban section where the spacing of signals is lesser, above speeds will become half.

On Ghat section the already existing instructions shall continue.

Divisions are advised to counsel the Running staff to prevent SPAD cases due to late application of brake by crew. It may be noted that these instructions are for ALPs only and the LPs will follow the already laid down instructions as counselled by CLIs.

This has the approval of PCEE / CR.

  
(Sanjay Singh)  
Chief Electrical Engineer (OP)