

TRO DRIVE NO. 27 /2025

Sub: Special Drive for prevention of SPAD incidences.

Ref: Railway Board's L. No. 2021/Elect (TRS)/440/SPAD dated 06.11.2025

In view of the recent SPAD & unusual incidences over Indian Railways, 15 days TRO Drive has been launched for SPAD Prevention from 07.11.2025 to 21.11.2025. Special emphasis shall be given to the following aspects:

1. Crew must ensure that proper signal(s) for their train are taken 'OFF' or authority received before starting the train.
2. Crew should be counselled to focus exclusively on signals. Only essential paperwork should be attended to, and other activities such as looking back or exchanging "All Right" should be done by the ALP. (Ref: Board's letters no. 2025/Elect (TRS)/113/5 (Committee paperwork) dated 01.05.2025, 2024/Elect (TRS)/113/ 11(GR4.41) dated 11.04.2025, and 2007/Elect (TRS)/225/7(Neutral Section) dated 12.10.2023)
3. The ALP should call out the signal aspect along with the signal number and give a hand gesture; the LP should acknowledge by repeating the signal aspect.
4. Counselling should include special emphasis on maintaining prescribed speeds while:
 - Passing signals at double yellow and yellow aspects,
 - Entering loop lines, and
 - Approaching signals at danger (red aspect).
 - Special emphasis shall also be given to the procedure to be followed while passing an Automatic Signal at 'Red' and observance of all prescribed precautions in Automatic Signaling territories.
5. LPs should be counselled for timely application of brakes and not to assume the aspect of the next signal.
6. LPs/ALPs should be counselled to continuously repeat "Danger" when sighting a red signal until the train has stopped.
7. ALP shall keep his hand on the RS valve while the train is approaching a signal at 'Danger' (Red) and should not hesitate to operate it, if required.
8. ALP should also be counselled to apply the emergency brake by opening the RS valve in case the LP is not vigilant or fails to react appropriately to the signal aspect.
9. Speed curve of crew should be analyzed on regular basis to check the braking behavior followed by crew. There should not be late application of brakes. Action against Loco Pilot on late application be taken after study of braking application pattern.

10. Ensure that LPs are carrying out brake feel and brake power tests as per procedure and adhering to all speed restrictions.
11. Ambush checks and extensive footplate inspections by officers and supervisors, particularly during “wee hours” and in automatic signaling territories, should be ensured for checking the alertness of the crew.
12. Running staff should be advised to avoid packing personal belongings while approaching the terminating station.
13. Loco Pilots must not use mobile phones while on run. Random verification of crew call details from service providers should be conducted, and defaulters dealt with under D&AR provisions.
14. Cases of long crew duties should be closely monitored and analysed, and necessary measures should be taken to minimize such instances to the maximum extent possible.
15. Counseling & foot plating overdue crew is to be monitored both at Division & HQ level regularly by using CMS reports.
It should be ensured that all staff are covered during this special drive.

1. No. of inspections carried out by CLIs.
2. No. of irregularities noticed during drive inspections.
3. Action taken for rectifying irregularities.
4. No. of staff counseled (cadre wise).

Central Railway

No.: NGP/TRO/Safety/TRO DRIVE/24

Copy to:

CEE (OP)/CSMT: For kind information please.
DRM & ADRM(Op) / NGP : For kind information please.
DSO/NGP : For information please
All CCCO(R) : Display and obtain acknowledgement of the crew.
CTLC/NGP : For information & necessary action.
All CLI : For counseling to all running staff.
DI/DTC/AQ : To impart in training.

Divisional Office,
TRO Branch, Nagpur
Dt. 07.11.2025



Sr. DEE (TRO) /NGP