

TRO DRIVE NO. 29 /2025

Sub: 15 days Special Drive for prevention of SPAD incidences.

Ref: CEE(OP)'s L.326.OP/Spl Drive/33 dated 10.12.2025.

In reference to above subject, 15 days TRO DRIVE for prevention of SPAD is launched from 11.12.2025 to 25.12.2025 covering all crew lobbies LPs and ALPs involving all CLIs, focusing on inspecting lobbies and counselling of crew.

Following items may be covered during the drive:

1. After passing yellow signal, Crew should be more alert and proceed cautiously by calling out signal aspect repeatedly and be prepared to stop his train before next signal.
2. LP/ALP should not be engaged in any other activity, if they are approaching RED signal. He should ensure that his attention not get diverted to any other activity/surrounding
3. AWS/VCD should not be kept in isolated condition.
4. Motorman to switch ON the Audio-Visual Buzzer, after passing yellow signal.
5. Mobile phone must be in switched OFF condition. Ambush checks to be carried out to ensure mobile phones are switched OFF during train operation. CUG call data should be analyzed through CMS regularly.
6. Adequate quality rest at Running room and Headquarter should be ensured.
7. Crew should be more alert on critical signals i.e. signals located on RHS, ELHS & on curvatures etc.
8. LP to keep his train under control, wherever signals are not visible due to train passing on adjacent line, heavy rain, fog etc.
9. If LP/Motorman feels that, the brake power of the train is not satisfactory, he should inform to Train Manager/TLC immediately and will keep the train under control.
10. LP/ALP to follow duties in respect of signals as per G&SR 3.78 rigorously.
11. Counsel the crew that in the extreme case due to any reason, if crew fails to locate any signal due to any obstruction, he should stop his train and then proceed cautiously up to next signal and ensure the signal aspect and work further.
12. Crew must have updated Road learning of all sections / yards including gradient in sections. Crew to be encouraged to draw road learning diagrams frequently, so that he doesn't forget regarding location of signals, gradient etc.
13. Analysis of SPMICCWRRS data to check that crew is conducting Brake feel test and Brake power test at first opportunity and to detect micro-sleep, calling out of signal with hand gesture and ALP is keeping hand on RS flap valve after passing yellow signal.
14. No shortcut methods to be adopted during train operation.
15. Conducting of Brake feel test and Brake power test at first opportunity and to detect any case of SR violation.
16. Ensure, crew is calling out of signal aspect loudly with hand gesture.
17. Updated Signal Location booklet should be available and should be kept in open condition by ALP on desk.
18. Loco Pilots to follow prescribed bell code signals.
19. LP to keep Reverser / Direction switch and PBC handle in neutral position, during halt / Red signal.
20. ALP must apply RS valve if the speed of the train at yellow signal and while approaching danger signal is more than the prescribed speed.
21. Crew should ensure that while shunting, T/806 authority/memo for shunting is given and it contains necessary details like date, train no., loco no., work to be done, lines to be crossed etc. and the name, signature, date and time of Station Master is clearly visible.

22. Crew must perform shunting as per hand signals shown and aspect of shunt signal. Use of Walkie-Talkie for conveying "Proceed" hand signal is prohibited. In single or multiple locos, shunting should always be done from the leading cab only.
22. During shunting, before start, it should be ensured that the shunt signal is given / hand signal is being shown by the pointsman. If the movement is non signaled, it shall be ensured by the crew before starting that the point is set and locked.
24. Tower Wagon operator should always work from front cab only during running and Block working.
25. Tower Wagon operator must be aware of abnormal working and authorities being issued to them during day to day working. He should ensure that proper authorities being issued before starting the movement at block site and in section.

Compliance of the above drive may be ensured and report to be submitted in the following format:

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).

Details of the drive activities conducted to be submitted through link "Google Sheet" on the same day without fail.

Central Railway

Divisional Office,
TRO Branch, Nagpur
Dt. 10.12.2025

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

Copy to:

CEE (OP)/CSMT: For kind 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.
SSE/Trip Shed-Ajni: For information & necessary action.



Sr. DEE (TRO) /NGP