

TRO DRIVE NO – 11/2023

Sub: PREVENTION OF SIGNAL PASSING AT DANGER (SPAD).

Ref.(i) No. NGP/SFT.101.Z/SI/6-2023-24/12

(ii) Rly Board's Letter No- 2020/safety (DM)/7/25 dated 01.04.2022

(iii) Letter no L.102.LG.5.Safety/Accidents-31 dated 19.04.2022.

On date 13.09.2023 at 01:04 Hrs, Train no. 22352, Loco no. 30186 WAP 5/BRC stopped at IBH between Niwar Katni South station due to IBH (S-13) at 'ON' position. There after 11 second train rolled and passed Dn. IBH No. 347, Signal no. S- 13 at 'ON' position.

In the year 2023-24, there have been 23 cases of SPAD in Indian Railway. SPAD cases are indicative accidents; hence serious deliberations were done at various levels in CR.

It is therefore advised to pay utmost attention to the subject of prevention of SPAD and ensured that there are effectives counseling of LPs by loco inspector so as to ensure that there are zero SPAD cases. Hence a TRO drive is launched for one month from 28.09.2023 to 27.10.2023 to counsel the following items:-

Precaution to avoid SPAD;

1. LP and ALP should appear right time on duty as prescribed before the departure of train and also reach at crew changing point before the arrival of train.
2. BA test must be done during sign on/sign off.
3. Read the all-latest circulars, instructions and notification before signing On.
4. LP and ALP should study the caution order, tally and discuss with each other and high light caution order individually for creating adequate attentiveness.
5. ALP should be checked proper working of RS flap valve while taking overcharge of loco.
6. LP and ALP should confirm that proper signal(s) is taken off/authority received pertains to their train before starting of train. Observe the aspect till passing the signal.
7. Don't use walkie-talky to get information about signal aspect or other operational instructions from station staff during train operation.
8. Always keep your train under perfect control, and keep a sharp look out for correct signal pertains to your train. Avoid over speeding and over confidence.
9. ALP should call out the correct aspect of signal with hand gesture along with signal name/number clear and loudly and LP should acknowledge the same after confirmation of the signal aspect.
10. Loco pilot to conduct Brake feel test and Brake power test after star starting at first opportunity.
11. LP and ALP should ensure that all safety devices are in working condition and should not be isolated.

12. Reduce the speed of train proportionately in case of signal aspect is restrictive. Do not presume the aspect of next signal.
13. Do not discuss personal problems/ un-necessary talk during train operation. Be vigilant and focus only on safe train operation.
14. LP and ALP should not use mobile while on run and kept in switch off condition.
15. LP and ALP should not keep busy to maintain log book or any other activity while approaching signals.
16. LP and ALP must ensure proper road learning if required LR period can be extended till they conversant with the section.
17. LP should observe all permanent and temporary speed restrictions rigidly. ALP shall inform to LP about all speed restriction.
18. On passing signal at Yellow aspect (Caution) ALP should repeat aspect that the next signal at danger and keep a close watch on speedometer and put his hand on RS flap valve and ready to operate to stop the train if not controlled by the LP.
19. Ensure that LP and ALP has availed complete rest as prescribed at home and out station before deployed to work on train.
20. Four-point agenda for ALPs when signal at danger-
 - a. Calling out signal with hand gesture till the train stops.
 - b. Keep watch on LP's action.
 - c. MP of loco should be on zero.
 - d. Keep his hand on RS flap valve and ready to operate if not controlled by the LP.
21. LP/ALP should not start packing of their belonging before stopping of train at station.
22. Special attention is to be given where two signals (Intermediate Signal) are provided especially where a line goes in the yard.
23. List of critical/right hand side signals are circulated to LPs and ALPs in the form of booklet section wise and kept while on duty for reference.
24. In long hood locomotive, LP/ALP should ensure signal aspects very carefully.
25. LP/ALPs should not waste their time at running room or at home for other activities and should take adequate rest.
26. Person travelling in the cab should not distract the attention of LP/ALP in any manner.
27. If any signal visibility is obstructed by passing train or trains stabled at adjacent line, then proceed very cautiously so that train can stop at any moment.
28. Use front cab during shunting. Do not leave Locomotive unmanned after taking charge.
29. LP and ALP be more careful while driving light engine, since the brake power of light engine may not be good as good as train brake.
30. While approaching danger signal, ensure the train is not in fully release condition but always in braked condition (A-9).
31. Ensure minimum brake power prescribed for the train (as per load) as per rules.
32. Joint signal sighting committee inspection shall be carried out regularly and ensure that no obstruction to signal visibility.
33. Case study of each SPAD case be prepared and distributed to Loco inspectors for counselling of crew.
34. Booklet covering Signals, yard layout, Gradient, Cross-over's etc is distributed to all running staff for improving of knowledge of crew.

35. Video to avoid SPAD cases be prepared and circulated amongst all crew.
36. In all lobbies bell is provided to take oath by staff of "No SPAD" while doing Sign ON in lobby.
37. After train stopping LP and ALP must be insured that
 - i) MP/throttle should be on zero/neutral.
 - ii) Loco brakes should be applied by SA9 and pressure should be ensured in BC gauge.
 - iii) Train brakes should be applied by at least 0.5 KG/CM2 to avoid rolling down of train.
 - iv) Loco should not leave unmanned.

NOTE:- This instruction is only for a ready reference and in no way supersede any rule books/manuals/JPO/Zonal circulars/Divisional Circulars/Instructions issued from time to time. In case of any doubt, concerned rule books and literature prevailing in Central Railway should be referred.

मध्य रेल
CENTRAL RAILWAY

मंडल रेल प्रबंधक कार्यालय
टी आर ओ विभाग, नागपुर
DRM OFFICE
TRO BRANCH, NAGPUR

No. NGP/TRO/Sft/DRIVE

दिनांक : 27.09.2023

पकड रखत 27/9/23
SR DEE (TRO)/NGP/CR

C/- DRM: for kind information please.
C/ ADRM (Tech): for kind information please.