N.W.R.

NORTH WESTERN RAILWAY

Divisional office
Jodhpur
Date 12.08.2026

L. No. 1AT/Safety/HQ SD-13/26

Safety Drive No.13/2026

Sr. DOM, Sr. DEN/Co., Sr. DSTE

Sub: 15-Days Safety Drive regarding Emergency Crossover over NWR.
Ref: (i) NWR/HQ/Safety/SD/13/2026-27, Date: 11.08.2026
(ii)Inspection note of CRB & CEO, Railway Board of SCR dated 4/5.07.26. (Copy enclosed)

In view of the above-referred inspection note, a 15-day Safety Drive shall be launched from 12.08.2026 to 26.08.2026 to ensure all Emergency Crossovers are maintained in good and safe condition, particularly during monsoon season by involving Operating, Engg. and S&T department of the Division. During the Safety Drive, officers and supervisors of the concerned departments shall pay special emphasis to the following aspects:

1. Ensure by conducting operational testing of Emergency Crossovers to ensure its smooth and proper movement & these are in good condition.
2. Check the rails of Emergency Crossovers for rusting, cracks, bends or any other defects.
3. Ensure that points, switches, crossings, stretcher bars, rods and other associated fittings for proper condition and working.
4. Check proper drainage around the Emergency Crossover, especially during the monsoon, to prevent water stagnation.
5. Ensure proper lubrication of moving parts and point fittings wherever required.
6. Ensure that the crossover area is free from mud, vegetation, garbage and other obstructions.
7. Officers/Supervisors shall conduct surprise checks to ensure compliance and proper maintenance.
8. Record for emergency point operation during each shift by SM.

The above aspects are only indicative in nature and are not exhaustive. During the drive, the divisions should also comprehensively inspect emergency crossovers. Effective follow-up action should be taken on all deficiencies and irregularities noticed during the drive. The detailed report should be submitted to this office on completion of the drive, latest by 30.08.2026.
Inspections conducted during the drive should be recorded in the following Google Form: https://forms.gle/ZQgLJdGFCYXeqpMq7

12/8/26

Sr. Divisional Safety Officer
North Western Railway
Jodhpur

C/o- DRM, ADRM/JU- For kind information please.

NORTH WESTERN RAILWAY

Headquarter Office
Jaipur
Date 11.08.2026

No. NWR/HQ/Safety/SD/13/2026-27

Safety Drive No. 13/2026-27

PCE, PCSTE & PCOM/NWR
DRMs-AII, BKN, JP & JU

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Ref: Inspection note of CRB & CEO, Railway Board of SCR dated 4/5.07.26. (Copy enclosed)

In view of the above-referred inspection note, a 15-day Safety Drive shall be launched from 12.08.2026 to 26.08.2026 to ensure all Emergency Crossovers are maintained in good and safe condition, particularly during monsoon season by involving Operating, Engg., S&T and Safety Departments of the Division and Headquarters. During the Safety Drive, officers and supervisors of the concerned departments shall pay special emphasis to the following aspects:

1. Ensure by conducting operational testing of Emergency Crossovers to ensure its smooth and proper movement & these are in good condition.
2. Check the rails of Emergency Crossovers for rusting, cracks, bends or any other defects.
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The above aspects are only indicative in nature and are not exhaustive. During the drive, the divisions should also comprehensively inspect emergency crossovers. Effective follow-up action should be taken on all deficiencies and irregularities noticed during the drive.

Officers of various departments from Headquarters should also be involved in the drive. A daily report should be sent to this office by 09:00 hrs through email at: nwrsafety@gmail.com .

Sr. DSOs should critically analyze the complete shortcomings noticed during the drive to identify systemic deficiencies and indicate the action taken/planned to address the same.

The detailed report should be submitted to this office on completion of the drive, latest by 31.08.2026.

Inspections conducted during the drive should be recorded in the following Google Form: https://forms.gle/ZQgLJdGFCYXeqpMq7

11.08.26

(Pradeep Kumar Meena)
Dy. CSO/Engg./NWR

Copy to:
Secretary to GM – for kind information of GM.
Secretary to AGM – for kind information of AGM.
PCSO– for information and necessary action.
Sr. DSOs-AII, BKN, JP, JU- for necessary action and follow up

(7)

Inspection Note of Sh. Satish Kumar, Chairman & CEO, Railway Board of South Central Railway on 4th & 5th July,2026

SN	Observations	Action by
1.	**Major upgradation of Secunderabad Station**	
1.1	Secunderabad station is underdevelopment @ cost of Rs.714 Cr. The current physical progress of 65% and financial progress of 59% and targeted for completion in April' 27. Target should be adhered ensuring quality execution of work.	GM/SCR
1.2	For easy and better crowd management, the following may be explored: ▪ Escape route along the skywalk (Metro connectivity) between the East Metro station and the MLCP should be explored to facilitate efficient crowd management during emergencies. ▪ The sky walk, along with travelator (PF1 and PF10), at 4.5 m level needs to re-examined and decision to be taken accordingly. ▪ Provision of access from the concourse on the 1st floor (+9 m) to the 2nd higher level (+15 m) is currently only through lift (except for PF#1 and PF#10) and we should explore alternate preferably staircase.	GM/SCR
1.3	An exhaustive manual for Secunderabad Railway Station development about maintenance of various elements of the premises shall be prepared by SCR . The agency constructing station should demonstrate the same and shall be verified by railway.	GM/SCR
1.4	A compound wall and/or landscape buffer should be provided to separate the entry road from the stabling lines, opposite the Meet & Greet area and the south side drop off area.	GM/SCR
1.5	Provision of extra openings from departure entry at 9 m level to access concourse area on south side should be planned to ease congestion.	
2.	**Railway Manufacturing Unit (RMU), Kazipet**	
2.1	RVNL shall ensure that quality of the work shall be accorded top priority in execution of the project. A list of equipment supplied and supply pending, alongwith action plan to complete the work as per targets be prepared and monitored.	GM/SCR CMD/RVNL
2.2	A landscaping inside the RMU premises shall be planned.	
2.3	Provision of Basic skill Training Centre needs to be made.	GM/SCR
2.4	SCR should coordinate for Machine & Process (M&P) capacity and capability prove-out and this be organized by RVNL.	GM/SCR GM/ICF CMD/RVNL

SN	Observations	Action by
2.5	MEMU shells from ICF may be used for commissioning of paint booth.	GM/ICF
2.6	While providing storm water flow drains, statistics of last 30 years rainfall should be taken and assess water flow for foolproof arrangements, to avoid water logging.	GM/SCR CMD/RVNL
2.7	Separate entry and exit shall be planned for store ward.	
2.8	Proper standard arrangements shall be made for stacking and protecting Wheels as well as Axles.	
2.9	Provision of first aid post in all shops, RO drinking water facility with water coolers, covered pathways to access washrooms, PVC curtains at opening of all the shops shall be ensured. Further signage of standard design shall be provided at all the amenities for easy identification.	
2.10	Flow charts of various processes need to be depicted in concerned shops.	GM/ICF CMD/RVNL
3.	**Rear Window Inspection between KZJ – CHZ**	
3.1	At LC 58, between Kazipet – Pindial in KZJ – SC section, height gauge was of non-standard design. Further, penalty provisions for trespassing displayed at the LC shall be updated with revised provisions of the Indian Railways Act, as amended in Jan Vishwas Act 2026.	All GMs
3.2	It was mentioned that the work of conversion from MOLBs to EOLBs at few LCs was in progress. Few LC gates shall be taken up as model LCs, dressed up and photographs of before and after shall be shared.	GM/SCR
3.3	**Works under Amrit Bharat Stations Scheme**	
a.	At Kazipet station, tactile guiding tiles at 12 wide FOB levelling be checked.	GM/SCR
b.	At Jangaon station, platform surfacing and paver blocks were in broken condition. Quality of execution of Amrit Station works shall be monitored continuously. The erection of false facade on an isolated steel structure needs to be reviewed. The officials concerned shall visit Vindhyachal, Mirzapur and Prayagraj stations on North Central Railway to get first-hand appreciation of the Station Development even for smaller station.	
3.4	At Pembarti station, vegetation needs to be cleared and platform surfacing needs attention. Before and after photographs to be shared after sprucing up the station.	GM/SCR
3.5	At present, the 3rd line is only getting executed up to Yadadri, which will become a non-crossing station due to gradients. Consequently, only one train movement will be possible in a sub-section, which will severely limit	GM/SCR CMD/RVNL

Noted

SN	Observations	Action by
	the number of services in a suburban section. This needs to be reviewed.	
3.6	It was observed at some stations that emergency crossovers rails were rusted. A drive shall be launched and conducted to monitor and keep emergency crossovers in good condition, especially during monsoon season.	All GMs
3.7	Two stations on the division shall be identified for implementation of the new Solid Waste Management Rules that are being monitored by the Hon'ble Supreme Court empowered committee. Necessary waste segregation mechanisms and coordination with municipalities/state governments needs to be ensured.	All GMs
3.8	It was brought out that, Kazipet-Secunderabad section has line capacity utilization close to 130%. To overcome congestion, feasibility should be explored for working trains with DPWCs on available alternate routes, to avoid reversal for optimum utilization of the sections, if any. Further, all bypass works must be targeted for early completion.	MOBD MTRS All GMs
3.9	DRM/SC requested for a monsoon time table with lesser passenger trains in the lean season, which helps giving blocks in monsoon season for TRT/Tamping, etc., this be examined.	MOBD
3.10	DRM/SC sought permission for uploading KML files of S&T cable route, plans prepared through DGPS, in the IR-GIS portal as a separate layer. S&T Directorate at Railway Board shall examine the matter and issue necessary directions to CRIS, if found feasible.	MI
4.	**Charlapalli Station**	
4.1	Inspected the new gauges in the P&C at Charlapalli yard. SCR has developed four different gauges in a single instrument. Necessary training to the field staff shall be proliferated across IR.	MI All GMs
4.2	Interacted with Trackmen/Gang in yard, counselled on safety and took suggestions from their end.	GM/SCR DG/HR
4.3	At Km.206/11, some of the track fittings were missing in crossing portion of point no.56A, a joggle fish plate was also provided. A technical report on the same should be prepared and shared.	GM/SCR
4.4	GM/SCR apprised that a letter has been written to MD/FCI requesting for land at FCI siding at Charlapalli (for provision of additional stabling lines) in exchange for railway land located in Hyderabad division, which will help SCR in increasing originating train capacity from Charlapalli to the maximum. It is advised that the issue shall be chased with FCI authorities and the process shall be expedited.	MI MOBD GM/SCR
4.5	At Platform-5, OHE bonds were seen protruded. These should be	GM/SCR

SN	Observations	Action by
	immediately corrected, and this aspect be got checked for other locations as well.	
5.	**Meeting with Officers at Rail Nilayam**	
5.1.	The issue of decision on finalization of tenders for SCoR was raised. The same has been resolved by Board vide letter no. 2026/ I & Trans. Cell/SCoR Operationalization dtd.10.07.2026.	GM/SCR
5.2.	Safety and safe train running should be the focus area.	
5.3.	Route cause analysis of accidents / derailments / unusual needs to be done.	
5.4.	System improvements to be brought out.	
5.5.	Surprise and random checks should be conducted.	
5.6.	Quality in works should be ensured in Station Development, Construction works etc.	
5.7.	Cleanliness in trains, coaches at stations, rakes coming out of Depots should be ensured with passion by all the stakeholders including commercial and EnHM.	
5.8.	Worksite safety by way of fencing, lighting etc. needs to be ensured during station development works.	
5.9.	Connectivity issues at the new coaching Depots planned, like at Jukal, needs to be addressed, in co-ordination with State Govt.	
5.10.	Decongestion of SC Station needs to be planned, by segregating various works into immediate, short term and long term.	
5.11.	Increasing the Container traffic needs to be looked into by roping the BDU units.	
5.12.	Regarding water ingress from roof of coaches, IR measurement exercise needs to be continued, each case needs to be analyzed, and cross checked.	
5.13.	The progress of doubling work between Mudkhed – Medchal and Mahboobnagar – Dhone sections was discussed during the PRAGATI meeting held recently. The revised alignment in Uppalavai – Indalvai and Basar – Mudkhed sections need to be finalized at the earliest and also the methodology of revised alignment implementation in which existing line portion (17 Km) is getting shifted needs to be studied and carefully implement. The EPC tenders for Perur – Dupadu (98Km) and Dhone bypass (12km) still	MI All GMs

Noted

	pending. Project issues need to be resolved expeditiously and progress of works needs close monitoring.	
5.14.	Wagon examination and examination of wheel defects, side bearing contacts, centre pivot etc. to be ensured.	GM/SCR
5.15.	Proliferation of Kavach be ensured. Testing and working be closely monitored.	
5.16.	Training of LPs in Automatic Block Section needs to be ensured.	
6.	**Assistance required from Railway Board**	
6.1.	GM/SCR requested Board's intervention to provide necessary funds in the following: Revenue: Demand no. 8F pertaining to Running room, Cleanliness contracts, OBHS, maintenance of other assets & Demand no 6. Capital: Under PH 30, 53, 17 Funds under source Capital in PH-30 needed to the extent of Rs 190 Cr to fulfill pending + Expected demands from Revenue authorities towards Land Acquisition for elimination of LC by ROB.	MI MF MOBD
6.2.	Early clarification needs to be issued regarding tenders/material for the sections which have been transferred to SCoR.	MI
6.3.	Request for allotment of 81 MEMU rakes, including 58 rakes for replacement of Conventional / DEMU rakes. So far only 1 rake has been allotted to SCR for replacing the rake scheduled for condemnation.	MOBD
6.4.	Sanction of work under PH-65 umbrella works 2026-27 for construction of new 600 bed hostel at ZRTI/MLY on replacement account.	MI
6.5.	SCR has been advised to deal with all cadre related issues, CG, Court Cases falling under the jurisdiction of new SCoR till closure of cadres. Railway Board's instructions/ guidelines are solicited in this regard.	DG/HR
6.6.	Access to Manpower creation module in HRMS may be given to all BOs and departments for timely processing of Manpower creation proposals. (At present only Running Staff proposals are given access).	DG/HR
6.7.	Based on the instructions of the new health care policy, Railway beneficiaries of other Zones are availing medical treatment at private empaneled hospitals of Central Hospital, Lallaguda and this has resulted in huge increase of referral expenditure of SCR. It is requested to allocate additional funds for clearing the pending referral hospital bills.	DG/RHS
7.	**Review of Kavach : Meeting with RDSO, COE and Kavach OEMs**	
7.1.	Universal Braking Algorithm (UBA) should be implemented by all the Kavach OEMs. The target date for implementation is 30th August 2026.	MI

		MTRS
7.2.	Adequately trained and skilled manpower should be deployed for installation, testing, commissioning, and maintenance activities to ensure reliability and timely project execution.	MTRS
7.3.	Adequate R&D engineers and dedicated resources at field and shed levels should be deployed to support commissioning and expeditious resolution of operational and technical issues.	MI MTRS
7.4.	To facilitate the progress of Kavach field implementation and expedite commissioning activities, issues of various OEM were discussed, and OEMs were told to resolve them quickly.	MI MTRS DG/RDSO
7.5.	To ensure seamless interoperability of Kavach Systems of different OEMs and to facilitate faster deployment and commissioning, all Kavach OEMs should complete the ISA certification on priority.	MI
7.6.	Kavach–Electronic Interlocking (EI) interface approvals with all EI vendors, including Hitachi, Siemens, and Kyosan, should be completed on priority to ensure seamless integration and expedite Kavach deployment and commissioning.	MI
8.	**Review of Kavach : Visit to Kavach Labs in IRISET**	
8.1.	**Automation of Drawings and Designs for Kavach :** Ongoing automation initiatives for railway asset mapping and automation of designs & drawings for Kavach were demonstrated which covered Automatic generation of Kavach RFID layout, Table of Control and RFID tag data from signalling plan and station selection table as input given as pdf file. All railways should make efforts in designing the drawings of Kavach using automation tools, thereby considerably reducing manual efforts.	All GMs DG/RDSO
8.2.	**Universal Braking Algorithm (UBA):** The working of the UBA was presented. The evolution of various UBA features, such as Release Optimization, Brake Propagation Optimization, and Zero Release Speed, was presented using performance plots. For better appreciation of the benefits of Brake Propagation Optimization, two brake propagation curves be plotted on the same graph—one with the feature enabled and the other with the feature disabled. In addition, a comparative table should be prepared showing the deceleration coefficients (DCs) programmed in the train against the deceleration actually achieved during field trials. This comparison will facilitate evaluation of the braking performance of trains under actual operating conditions.	MI MTRS DG/RDSO
8.3.	Director/T&RS-I/CoE/RDSO shall develop and implement a mechanism for verification of braking deceleration constants to detect anomalies such as incorrect brake configuration, closed angle cocks, missing brake blocks, or other braking deficiencies.	MTRS DG/RDSO

8.4.	**RFID Tags and Readers:** Portable RFID readers should be available in field and training to be imparted to staff in programming.	MI DG/IRISET
8.5.	**RFID Reader Trolley:** RFID-enabled trolley is used for validation of tag data in yards where loco movement is not possible on all lines. It was mentioned that 20 such trolleys are in use in field for faster validation of tag data in yards. Mechanisms used globally for such activities need to be studied.	MI DG /RDSO
8.6.	**Functional Testing:** The function testing set up provided in Lab uses actual Kavach hardware and various simulators to simulate loco movement and yard conditions. Currently these tests require lot of manual intervention and consume 3-4 months per OEM which is very high. Efforts shall be made to develop fully functional automated Generic Kavach test bench at the earliest.	DG/RDSO DG/IRISET
8.7.	A suitable mechanism shall be devised to monitor and track, Kavach-equipped locomotives operating in Isolation Mode within Kavach territory, enabling timely corrective action and ensuring operational safety.	MI DG/RDSO

(Satish Kumar)
Chairman & Chief Executive Officer

No. 2025/CRB & CEO/TP/38

New Delhi, Dated: 05.08.2026

Copy to :-

1. MI, MOBD, MF, MTRS
2. All GMs, DG/RDSO, DG/IRISET
3. ED/E&R, ED/ME/Transformation