

NORTH WESTERN RAILWAY

No. NWR/HQ/Safety/SD/06/25

Headquarter Office
Jaipur
Date: 11.03.2025

Safety Drive No. 06/2025 (RB Safety Drive No. 19)

All PHODs - NWR

DRMs - AII, BKN, JP, JU

Sub: Safety Drive 19: One week Special Safety Drive on securing stabled rolling stock.

Ref: Railway Board's Letter No. 2025/Safety-1/3/3/1 dated 10.03.2025 (Copy enclosed).

In reference to above letter, a One week safety drive is to be launched with effect from 11.03.2025 to 17.03.2025. During the safety drive, officials of concerned departments should pay special emphasis on the following aspects:-

1. Whenever vehicles/load is stabled on running lines or sidings, it must be:-
 - a. Chained and Pad Locked;
 - b. Secured by use of wooden wedges/sprags etc.
 - c. Coupled with other vehicles.
2. Wagons and coaches should be properly secured. In case coaching vehicles are stabled, guards' hand brakes in SLR/SLRs must be applied.
3. The points must be set, clamped and locked against the blocked line/lines and scotch blocks wherever available should be used to isolate the line/lines and the keys kept with station master.
4. Stop collars must be placed on relevant signal and points buttons/levers.
5. Remark to the effect that 'Line no. ____ is blocked' be made in TSR/SM diary.
6. After any rake is stabled, the station master must inform the section controller under exchange of private number that all laid down precautions for stabling have been taken. The section controller must obtain this assurance from station master before allowing the next train to pass through the station.
7. Availability of adequate number of sprags, wedges, chains and padlocks should be ensured and these should be of standard design.
8. Proper procedure by ASM/SMs, Drivers, Guards and concerned staff for securing during stabling, shunting of rolling stock, loco changing should be ensured.
9. Proper training and counseling to ASM/SMs and concerned staff for tackling such rolling down cases.

Officers of all departments from HQ should also be involved. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. Daily report (Division/yard-wise) should be sent to HQ office by 9.00 am. Sr. DSOs to critically analyze such cases and ensure effective action are taken as per rule. Action taken should be sent to the HQ by taken complete shortcomings to identify systemic deficiency and action taken/planned to be taken. The detailed report should be sent to this office on completion of Drive latest by 18.03.2025

Inspections during drive should be filled in the following google form:

https://docs.google.com/forms/d/e/1FAIpQLSef7867NLzF81c_o9JJ55mXHippYIFprjbkkMpQVaU73jaTQ/viewform?usp=dialog


11/03/25

For PCSO/NWR

DA- As above

Copy to:-

PCOM, PCEE, PCME, PCE & PCSTE

Secretary to GM for kind information of GM

Secretary to AGM for kind information of AGM

Sr. DSOs- AII, BKN, JP, JU- for necessary action and follow up.

भारत सरकार (GOVERNMENT OF INDIA)
रेल मंत्रालय (MINISTRY OF RAILWAYS)
रेलवे बोर्ड (RAILWAY BOARD)

क्र. 2025/संरक्षा-1/3/3/1

नई दिल्ली, दिनांक: 10.03.2025

महाप्रबंधक,

सभी क्षेत्रीय रेलवे, और

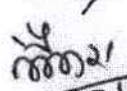
प्रबंध निदेशक, के.आर.सी.एल और डी.एफ.सी.सी.आई.एल.

Sub: Drive no. 19: One week Special Safety Drive on securing stabled rolling stock.

There have been a few cases of rolling down of stable rolling stock. This seems to have happened due to non-observance of rules for securing of stabled loads.

A special safety drive for a period of one week with effect from 11.03.2025 may be launched to cover the following aspects regarding securing of vehicles at stations:

- i. Whenever vehicles/load is stabled on running lines or sidings, it must be:-
 - a. Chained and Pad Locked;
 - b. Secured by use of wooden wedges/sprags etc.
 - c. Coupled with other vehicles.
- ii. Wagons and coaches should be properly secured. In case coaching vehicles are stabled, guards' hand brakes in SLR/SLRs must be applied.
- iii. The points must be set, clamped and locked against the blocked line/lines and scotch blocks wherever available should be used to isolate the line/lines and the keys kept with station master.
- iv. Stop collars must be placed on relevant signal and points buttons/levers.
- v. Remark to the effect that 'Line no. ____ is blocked' be made in TSR/SM diary.
- vi. After any rake is stabled, the station master must inform the section controller under exchange of private number that all laid down precautions for stabling have been taken. The section controller must obtain this


10/3/2025

assurance from station master before allowing the next train to pass through the station.

- vii. Availability of adequate number of sprags, wedges, chains and padlocks should be ensured and these should be of standard design.
- viii. Proper procedure by ASM/SMs, Drivers, Guards and concerned staff for securing during stabling, shunting of rolling stock, loco changing should be ensured.
- ix. Proper training and counseling to ASM/SMs and concerned staff for tackling such rolling down cases.

Officers of departments from HQ should also be involved. Effective follow-up actions should be taken on all deficiencies and irregularities noticed during the drive. Daily report (Division/yard-wise) should be sent to Railway Board by 9.00 am. PCSOs to critically analyze such cases and ensure effective actions are taken as per rule. Action taken should be sent to the Board by **20.03.2025**. Apart from sending hard copy, the report should invariably be uploaded on SMDMS, both in PDF and DOC format and may also be e-mailed at edeesafety@gmail.com and safetyimp46@gmail.com. Performa of report as sample of CR is enclosed as Annexure I.

(Ashok Kumar Nakra)

अशोक कुमार नाकरा

Executive Director/EE/Safety

कार्यकारी निदेशक/ई.ई./संरक्षा

Copy to:-

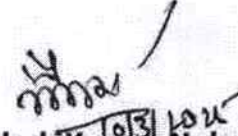
Sr.PPS to CRB & CEO, PSO to Member (Infra), Member (T&RS), Member (O&BD), PPS to Member (Finance), PPS to DG/Safety, DG/HR, DG/RPF and DG/Health for kind information please.

①

Annexure - I

Drive No.19 (One week special safety drive on securing stabled rolling stock)								
				I	II	III	IV	V
S.no	Zone	Division	Status up to	Total load ^Δ stabled	Load ^Δ checked	% age of load ^Δ checked out of total load stabled	Abnormalities found	Total no of deficiencies attended
1	CR	Mumbai						
		Bhusawal						
		Nagpur						
		Solapur						
		Pune						
		Total						

This is sample for CR. Other zonal railways may use the same performa for their zonal railways duly mentioning the divisions data.


(Ashok Kumar Nakra)

अशोक कुमार नाकरा
Executive Director/EE/Safety
कार्यकारी निदेशक/ई.ई./संरक्षा