

**NORTH WESTERN RAILWAY**

DIVISIONAL SAFETY OFFICE  
JODHPUR

Letter No. 1AT/Safety/JU/Hq Safety Drive-18/ 2025

Dated 07-07-2025

**मु. संरक्षा अभियान - 18/2025**

Sr. DOM/JU, Sr. DEN/Co., Sr. DME/P, Sr. DME/C&W, Sr. DME/DSL, Sr. DEE/TRD, Sr. DEE/G,  
Sr. DSTE/JU

**Sub: Week-Long Safety Drive for the month of July'25.**

**Ref: (i Railway Board's Letter No. 2025/Safety(Imp)/3/Safety Calendar dated 13.03.2025.**

**(ii) Hq letter no. NWR/HQ/Safety/SD/18/25, dated 07.07.2025**

In reference to above letter, a week-long safety drive has been launched with effect from 07.07.2025 to 13.07.2025 by involving Electrical, Mechanical, S&T, Operating. Engineering and Safety departments of division. During the safety drive, officials of concerned departments should pay special emphasis on the following aspects: -

<b>ELECTRICAL</b>	<p>TRD: Drive for regulating equipment of OHE such as Tilting of anti-falling device, Free movement of auto-tensioning device etc.</p> <p>CREW: SPAD drive.</p> <p>TRACTION: Monsoon drive, which includes working of wiper, condition of silica gel, topping up of water in batteries etc.</p> <p>SPAD Drive: Drive to prevent SPAD cases.</p> <p>ELECTRICAL Footplate inspections, especially during night hours.</p> <p>Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LP/ALP is using mobile phone while on run.</p> <p>Checking CVVRS recordings, where available, for the above to identify and counsel erring LPs/ALPs.</p> <p>Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked. from SPM records also.</p> <p>Following all speed restrictions meticulously.</p> <p>Monitoring of crew's braking technique for different types of loads.</p> <p>Following of prescribed speed restrictions for BMBS rakes.</p> <p>Checking for any medical condition, medications (prescribed by both Railway and Private doctors) that may affect train driving.</p> <p>Checking for foot plating of full beat by assigned loco inspectors.</p> <p>Family counseling sessions being organized, their quality and attendance therein.</p> <p>Road learning of track machine operators and tower wagon operators, and their competency certificates. Checking of crew links where adequate rest is not built in practically.</p> <p>Thorough intensive inspection of crew lobbies; checking manual booking of crew-frequency and reasons.</p> <p>Monitoring that unusual reported by crew are addressed quickly.</p>
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	<p>Checking that genuine grievances of crew are addressed promptly. Thorough intensive inspection of running room; quality of rest availed by LP/ALP in Running rooms &amp; Headquarters. Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses. Ensuring that LP/ALP have understood and acknowledge all circulars timely. Quality and effectiveness of modification of Emergency brake valves in locomotives. Special monitoring or train driving in one-train-only sections, where such working is in practice, by checking of loco SPM records for proper stopping, etc.</p> <p>Signal sighting issues, Caution indicators, Sigma Board, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate.</p> <p>Proper signal exchange. Provision and proper working of fog-safe devices in regions affected by fog. Lookout of any poor worksite protection, possible infringement by stray material, vehicle – especially careless cases where infringement was saved by very narrow margins/providentially.</p> <p>Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPs are given adequate outstation rest as stipulated.</p> <p>Detailed and intensive inspection of crew lobbies at officers' level. Counselling of all loco inspectors at officer's level. Unusals reported by crew should be monitored and addressed.</p>
<b>MECHANICAL</b>	<p>Drive to ensure that all outlines are free of water logging, clearing of drainage, availability of pumps.</p> <p>Drive to see that wagon maintenance facilities do not have slush and mud in circulating areas and there is no excess vegetation that can harbour snakes etc.</p> <p>Ensure that all lights in yards for night examination are working.</p> <p>Ensure no leakage of current, sparking, overheating joints at power supply to pit lines, examination points with welding and lighting facilities.</p> <p>Drive to check that there is no water ingress into the electrics of coaches.</p>
<b>S&amp;T</b>	<p>To check and ensure effectiveness of interlocking at LC gates and all S&amp;T items. Availability of TRD Bonds.</p>
<b>OPERATING</b>	<p>Observing monsoon precaution. Coordination with Engineering Department for movement of materials at vulnerable locations. Informing Engineering Department officials about heavy rains, thunderstorms etc. affecting the movement of trains.</p>
<b>ENGINEERING</b>	<p>Monsoon Patrolling, both stationary and mobile, as per Monsoon Booklet, inspection of equipment of Patrolmen, Inspection of Patrol Books by Engineering Officials, checking over patrolling at night. Joint yard inspection.</p>



During the Calendar Safety Drive officers/supervisors of Electrical, Mechanical, S&T, Operating & Engineering of open line, construction should inspect the various installations/assets.

Effective follow up action should be taken on all deficiencies and Irregularities noticed during the drive. Critical analysis should be done to identify systematic deficiency. Deficiencies of urgent nature should be brought to the notice of concerned officer through concerned divisional control.

Compliance of aforesaid drive may please be updated daily on Google spreadsheet. Link of Google spreadsheet is given below-

<https://docs.google.com/spreadsheets/d/1w7MN8taXxNKZsJ6bQDGSCsdnje&DdWgtCSCgWvqMUfY/edit?Usp=sharing>

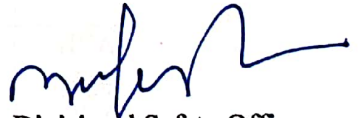
On completion of the drive, the final outcome of the drive along with action taken/planned to be taken with PDC should be furnished to this office by 15.07.25 in following Performa.

(1) No. of checks conducted.....

Date	Designation of inspecting official	Grade (JS/SS/JAG/SAG)	Location where check conducted	Deficiencies/irregularities noticed	Action taken	PDC

(ii) Department-wise deficiencies and their updated position.

Deptt.	Head/Asset wise details	No of locations inspected	Nos. of deficiencies	Attended so far	Balance	TDC
Electrical (TRD)						
Electrical (TRACTION)						
Electrical (CREW)						
Mechanical						
S&T						
Operating						
Engineering						

  
Sr. Divisional Safety Officer  
North Western Railway, Jodhpur

C/- DRM/ADRM/JU – For kind information please.

## NORTH WESTERN RAILWAY

No. NWR/HQ/Safety/SD/18/25

Headquarter Office  
Jaipur  
Date 07.07.2025

### Safety Drive No. 18/2025

DRMs- AII, BKN, JP & JU.

**Sub: Week-Long Safety Drive for the month of July'25.**

**Ref: Railway Board's Letter No. 2025/Safety(Imp)/3/Safety Calendar dated 13.03.2025 (Copy enclosed).**

In reference to above letter, a week-long safety drive is to be launched with effect from 07.07.2025 to 13.07.2025 by involving Electrical, Mechanical, S&T, Operating, Engineering and Safety departments of divisions and HQ. During the safety drive, officials of concerned departments should pay special emphasis on the following aspects:-

<b>ELECTRICAL</b>	<p>TRD: Drive for regulating equipment of OHE such as Tilting of anti-falling device, Free movement of auto-tensioning device etc.</p> <p>CREW: SPAD drive.</p> <p>TRACTION: Monsoon drive, which includes working of wiper, condition of silica gel, topping up of water in batteries etc.</p> <p><b>SPAD Drive: Drive to prevent SPAD cases.</b></p> <p>ELECTRICAL Footplate inspections, especially during night hours.</p> <p>Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LP/ALP is using mobile phone while on run.</p> <p>Checking CVVRS recordings, where available, for the above to identify and counsel erring LPs/ALPs.</p> <p>Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.</p> <p>Following all speed restrictions meticulously.</p> <p>Monitoring of crew's braking technique for different types of load.</p> <p>Following of prescribed speed restrictions for BMBS rakes.</p> <p>Checking for any medical condition, medications (prescribed by both Railway and Private doctors) that may affect train driving.</p> <p>Checking for foot plating of full beat by assigned loco inspectors.</p> <p>Family counseling sessions being organized, their quality and attendance therein.</p> <p>Road learning of track machine operators and tower wagon operators, and their competency certificates.</p> <p>Checking of crew links where adequate rest is not built in practically.</p> <p>Thorough intensive inspection of crew lobbies; checking manual booking of crew-frequency and reasons.</p> <p>Monitoring that unusual reported by crew are addressed quickly.</p>
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	<p>Checking that genuine grievances of crew are addressed promptly.</p> <p>Thorough intensive inspection of running room; quality of rest availed by LP/ALP in Running rooms &amp; Headquarters.</p> <p>Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses. Ensuring that LP/ALP have understood and acknowledge all circulars timely.</p> <p>Quality and effectiveness of modification of Emergency brake valves in locomotives.</p> <p>Special monitoring or train driving in one-train-only sections, where such working is in practice, by checking of loco SPM records for proper stopping, etc.</p> <p>Signal sighting issues, Caution indicators, Sigma Board, RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate</p> <p>Proper signal exchange.</p> <p>Provision and proper working of fog-safe devices in regions affected by fog.</p> <p>Lookout of any poor worksite protection, possible infringement by stray material, vehicle especially careless cases where infringement was saved by very narrow margins/providentially.</p> <p>Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPs are given adequate outstation rest as stipulated.</p> <p>Detailed and intensive inspection of crew lobbies at officers' level.</p> <p>Counselling of all loco inspectors at officer's level.</p> <p>Unusual reported by crew should be monitored and addressed.</p>
MECHANICAL	<p>Drive to ensure that all outlines are free of water logging, clearing of drainage. availability of pumps.</p> <p>Drive to see that wagon maintenance facilities do not have slush and mud in circulating areas and there is no excess vegetation that can harbour snakes etc.</p> <p>Ensure that all lights in yards for night examination are working.</p> <p>Ensure no leakage of current, sparking, overheating joints at power supply to pit lines, examination points with welding and lighting facilities.</p> <p>Drive to check that there is no water ingress into the electrics of coaches</p>
S&T	<p>To check and ensure effectiveness of interlocking at LC gates and all S&amp;T items</p> <p>Availability of TRD Bonds.</p>
OPERATING	<p>Observing monsoon precaution.</p> <p>Coordination with Engineering Department for movement of materials at vulnerable locations.</p> <p>Informing Engineering Department officials about heavy rains, thunderstorms etc affecting the movement of trains.</p>
ENGINEERING	<p>Monsoon Patrolling, both stationary and mobile, as per Monsoon Booklet, inspection of equipment of Patrolmen, Inspection of Patrol Books by Engineering Officials, checking over patrolling at night. Joint yard inspection.</p>

During the Calendar Safety Drive officers/supervisors of Electrical, Mechanical, S&T, Operating, Engineering and Safety departments of open line, construction and HQ should inspect the various installations / assets. Officers of HQ shall also be involved.

Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. Critical analysis should be done to identify systematic deficiency. Deficiencies of urgent nature should be brought to the notice of concerned officer through concerned divisional control.

Compliance of aforesaid drive may please be updated daily on Google spreadsheet. Link of Google spreadsheet is given below-

<https://docs.google.com/spreadsheets/d/1w7MN8taXxNKZsJ6bQDGSCsdnje8DdWgtCSCgWvqMUfY/edit?usp=sharing>

On completion of the drive, the final outcome of the drive along with action taken / planned to be taken with PDC should be furnished to this office by 17.07.25 in following Performa.

(i) No. of checks conducted.....

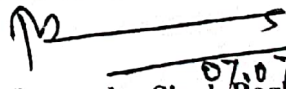
(ii) No. of staff counseled.....

Date	Designation of inspecting Official	Grade (JS/SS/JAG/SAG)	Location where check conducted	Deficiencies/irregularities noticed	Action taken	PDC

(ii) Department-wise deficiencies and their updated position.

Deptt.	Head/Asset wise details	No of locations inspected	Nos. of deficiencies	Attended so far	Balance	TDC
Electrical (TRD)						
Electrical (TRACTION)						
Electrical (CREW)						
Mechanical						
S&T						
Operating						
Engineering						

Every department of the Divisions will also send a copy of deficiencies observed and action taken to their concerned HQ, which in turn will send a compiled position to safety department for onward submission to Railway Board.

  
07.07.25  
Manvendra Singh Raghav  
Dy.CSO/Engg.

DA- As above

Copy to:- PCE, CAO/C, PCME, PCEE, PCSTE & PCOM

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)



No.2025/Safety(Imp)/3/Safety Calendar

New Delhi, Dated: 13.03.2025

The General Managers,  
All Zonal Railways &  
Managing Directors, KRCL and DFCCIL.

**Sub: Safety Calendar for 2025-26.**

A Safety Calendar for the year 2025-26 has been prepared. A copy of the same is enclosed herewith. These week long monthly safety drives should be carried out during the second week of each month, beginning from Monday.

The aspects mentioned in this calendar are only indicative in nature; Zonal Railways should issue their own comprehensive drive, including suitable checklist for inspecting Officers/Supervisors. Officers of various departments from HQ should also be involved. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. PCSOs should be directed to critically analyze data to identify systemic deficiencies. Results of the monthly drive, bringing out systemic deficiencies and action taken/planned to be taken with timeline, should be sent to the Board by the end of third week of the month. 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](mailto:edeesafety@gmail.com) and [safetyimp46@gmail.com](mailto:safetyimp46@gmail.com).

13/3/2025  
(Ashok Kumar Nakra)

अशोक कुमार नाकरा  
Executive Director/EE/Safety  
कार्यकारी निदेशक/ई.ई./संरक्षा  
Phone/फोन: 011-23047427

Room No. 269-II, Rail Bhawan, New Delhi-110001



**JULY:**

<p>ELECTRICAL</p>	<p>TRD: drive for regulating equipment of OHE such as Tilting of anti -falling device, Free movement of auto-tensioning device etc.</p> <p>CREW: SPAD drive</p> <p>TRACTION: Monsoon drive, which includes working of wiper, condition of silica gel, topping up of water in batteries etc.</p> <p><b>SPAD Drive:-Drive to prevent SPAD cases.</b></p> <p>ELECTRICAL Footplate inspections, especially during night hours.</p> <p>Ambush checks of running staff by loco inspectors to check calling out of signals loudly and clearly by the LP and the ALP; whether the ALP is holding the RS valve while passing the signal at yellow; whether the LP/ALP is using mobile phone while on run.</p> <p>Checking CVVRS recordings, where available, for the above to identify and counsel erring LPs/ALPs</p> <p>Specific monitoring of crew regarding his train control on yellow signal and train control in gradients so as to stop promptly at Red signals; control of trains in automatic block system. Train driving in Automatic Block Sections to be checked from SPM records also.</p> <p>Following all speed restrictions meticulously.</p> <p>Monitoring of crew's braking technique for different types of load</p> <p>Following of prescribed speed restrictions for BMBS rakes.</p> <p>Checking for any medical condition, medications (prescribed by both Railway and Private doctors) that may affect train driving</p> <p>Checking for foot plating of full beat by assigned loco inspectors</p> <p>Family counseling sessions being organized, their quality and attendance therein</p> <p>Road learning of track machine operators and tower wagon operators, and their competency certificates</p> <p>Checking of crew links where adequate rest is not built in practically</p> <p>Thorough intensive inspection of crew lobbies; checking manual booking of crew - frequency and reasons</p> <p>Monitoring that unusual reported by crew are addressed quickly</p> <p>Checking that genuine grievances of crew are addressed promptly</p> <p>Thorough intensive inspection of running rooms; quality of rest availed by LP/ ALP in Running rooms &amp; Headquarters</p>
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ELECTRICAL	<p>Monitoring of proper road learning, availability of appropriate competencies of crew driving a particular type of train, no overdue examination, training or courses.</p> <p>Ensuring that LP/ ALP have understood and acknowledged all circulars timely.</p> <p>Quality and effectiveness of modification of Emergency brake valves in locomotives</p> <p>Special monitoring of train driving in one-train-only sections, where such working is in practice, by checking of loco SPM records for proper stopping, etc.</p> <p>Signal sighting issues, Caution indicators, Sigma Boards; RHS locations, intermediate signal locations, vulnerable signal locations where only one crew member can sight the signal, and specific location of starter signal for a particular line during departure from stations, to be specifically checked, identified and observed during footplate.</p> <p>Proper signal exchange</p> <p>Provision and proper working of fog-safe devices in regions affected by fog</p> <p>Lookout of any poor worksite protection, possible infringement by stray material, vehicle - especially careless cases where infringement was saved by very narrow margins/ providentially.</p> <p>Working beyond stipulated hours of duty of running staff may lead to fatigue and should be prevented. It should be ensured that LPs and ALPS are given adequate outstation rest as stipulated.</p> <p>Detailed and intensive inspection of crew lobbies at officers' level.</p> <p>Counselling of all loco inspectors at officers' level.</p> <p>Unusals reported by crew should be monitored and addressed.</p>
MECHANICAL	<p>Drive to ensure that all outlines are free of water logging, clearing of drainage, availability of pumps</p> <p>Drive to see that wagon maintenance facilities do not have slush and mud in circulating areas and there is no excess vegetation that can harbour snakes etc.</p> <p>Ensure that all lights in yards for night examination are working</p> <p>Ensure no leakage of current, sparking, overheating joints at power supply to pit lines, examination points with welding and lighting facilities</p>

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	Drive to check that there is no water ingress into the electrics of coaches.
S&T	To check and ensure effectiveness of interlocking at L.C gates and all S&T items  Availability of TRD Bonds.
OPERATING	Observing monsoon precaution  Coordination with Engineering Department for movement of materials at vulnerable locations  Informing Engineering Department officials about heavy rains, thunderstorms, etc. affecting the movement of trains.
ENGINEERING	Monsoon Patrolling, both stationary and mobile, as per Monsoon Booklet, inspection of equipment of Patrolmen, Inspection of Patrol Books by Engineering Officials, checking over patrolling at night  Joint yard inspection.

### **AUGUST:**

ELECTRICAL	TRD: drive for OHE Conductor, such as damaged strands of catenary or any other stranded wire, Condition of PG clamps and jumpers etc.  CREW: Running room drive such as facilities and amenities (water purifier, water cooler , good quality of utensils etc.)  TRACTION: Drive for working of Air drier, sanders and wipers etc.
MECHANICAL	Electrics in coaches: unnecessary bypassing of circuits, rough jumper wires, bypassing of fuses, damage to switches, exposed electrical panels, working of air dryers and wipers in self propelled stock. Audit of wheel shops in workshops Audit of proper working of M&Ps for wagon maintenance in freight depots.
S&T	To check and ensure whether maintenance & testing of Signal Equipment are regular as per Maintenance Schedule prescribed and as per prescribed procedure Checks regarding double locking arrangement in Relay Room & maintaining proper entry in Register
OPERATING	Inspection of Guard Van – Following Safety Equipments to be checked in the Guard Van:  General and Subsidiary Rules

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