

NORTH WESTERN RAILWAY

DIVISIONAL SAFETY OFFICE

JODHPUR

Dated 07-07-2025

Letter No. 1AT/Safety/JU/Hq Safety Drive-19/ 2025

मु. संरक्षा अभियान - 19 /2025

Sr. DOM/JU, Sr. DME/C&W., Sr. DME/P

Sub: Special Safety Drive No. 09- Safety in securing of stabled rolling stock.

Ref: (i) : Railway Board's Letter No. 2025/Safety-1/3/8 dated 04.07.2025

(ii) Hq letter no. NWR/HQ/Safety/SD/19/25, dated 07.07.2025

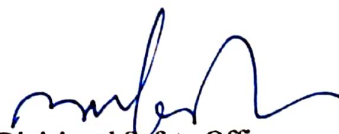
In reference to above letter, a 15 days safety drive has been launched with effect from 07.07.2025 to 21.07.2025. During the safety drive, officials of concerned departments should pay special emphasis on the following aspects:-

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. Derailing switches should be so set that a load is derailed if it rolls down.
5. Stop collars must be placed on relevant signal and points buttons/levers.
6. Remark to the effect that 'Line no. is blocked' be made in TSR/SM diary.
7. 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.
8. Availability of adequate number of sprags, wedges, chains and padlocks should be ensured and these should be of standard design, as well as in acceptable condition for safe use.
9. Proper procedure by ASM/SMs. Drivers, Guards and concerned staff for securing during stabling, shunting of rolling stock, loco changing should be ensured.
10. All sprags, skids, wedges are removed properly before the rolling stock is moved.
11. Staff engaged in stabling and securing of load have adequate knowledge of their work.
12. Proper training and counseling to ASM/SMs and concerned staff for tackling such rolling down cases.

Officers of all concerned departments from Division will be involved. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. Daily report (yard-wise) should be sent to this office by 9.00 am. Action taken should be sent to this office 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 22.07.2025

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

<https://forms.gle/SgLqGrphxPvdg3Y78>


Sr. Divisional Safety Officer
North Western Railway, Jodhpur

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



NORTH WESTERN RAILWAY

No. NWR/HQ/Safety/SD/19/25

Headquarter Office
Jaipur
Date: 07.07.2025

Safety Drive No. 19/2025 (RB Safety Drive No. 09)

All PHODs - NWR

DRMs - AII, BKN, JP, JU

Sub: Special Safety Drive No. 09- Safety in securing of stabled rolling stock.

Ref: Railway Board's Letter No. 2025/Safety-1/3/8 dated 04.07.2025 (Copy enclosed).

In reference to above letter, a 15 days safety drive is to be launched with effect from 07.07.2025 to 21.07.2025. 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. Derailing switches should be so set that a load is derailed if it rolls down.
5. Stop collars must be placed on relevant signal and points buttons/levers.
6. Remark to the effect that 'Line no. is blocked' be made in TSR/SM diary.
7. 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.
8. Availability of adequate number of sprags, wedges, chains and padlocks should be ensured and these should be of standard design, as well as in acceptable condition for safe use.
9. Proper procedure by ASM/SMs, Drivers, Guards and concerned staff for securing during stabling, shunting of rolling stock, loco changing should be ensured.
10. All sprags, skids, wedges are removed properly before the rolling stock is moved.
11. Staff engaged in stabling and securing of load have adequate knowledge of their work.
12. Proper training and counseling to ASM/SMs and concerned staff for tackling such rolling down cases.

Officers of all concerned departments from Divisions and 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

32
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 23.07.2025

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

<https://forms.gle/SgLqGrphxPydg3Y78>


07.07.25
Manvendra Singh Raghav
Dy.CSO/Engg/NWR

DA- As above

Copy to:-

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)

सं० 2025/संरक्षा-1/3/8

नई दिल्ली, दिनांक 04-07-2025

General Managers
All Zonal Railways

Chairman & Managing Director
KRCL
DFCCIL

Sub: Special Safety Drive No. 09 - Safety in securing of stabled rolling stock

A special safety drive for a period of 15 days may be launched with immediate effect to cover the following aspects regarding securing of vehicles at stations, yards including loading/ unloading/ examination lines, workshop/ pocket yards, other maintenance units:

1. Whenever vehicles/load is stabled on running lines or sidings, it must be
 - a. Chained and Padlocked
 - 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. Derailing switches should be so set that a load is derailed if it rolls down
5. Stop collars must be placed on relevant signal and points buttons/levers.
6. Remark to the effect that 'Line no. is blocked' be made in TSR/SM diary.
7. 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 the station master before allowing the next train to pass through the station.
8. Availability of adequate number of sprags, wedges, chains and padlocks should be ensured and these should be of standard design, as well as in acceptable condition for safe use.
9. Proper procedure by ASM/SMs, Drivers, Guards and concerned staff for securing during stabling, shunting of rolling stock, loco changing should be ensured.
10. All sprags, skids, wedges are removed properly before the rolling stock is moved.

- 11. Staff engaged in stabling and securing of load have adequate knowledge of their work.
- 12. Proper training and counseling to ASM/SMs and concerned staff for tackling such rolling down cases.

Officers of all concerned departments from Divisions and HQ should also be involved. Effective follow-up actions should be taken on all deficiencies and irregularities noticed during the drive. Daily report as at the end of the previous day should be forwarded to Railway Board by 10.00 hrs. Cases where deficiencies are detected should be analyzed and it should be ensured that effective actions are taken as per rules. Details of the drive should be maintained by the Safety Departments in HQ and the same may be called for by the Railway Board at short notice.

After conclusion of the Drive, detailed list of deficiencies and action taken etc should be consolidated and reported to Railway Board. All communication regarding this drive may be sent by email to edeesafety@gmail.com and safetyimp46@gmail.com. Proforma of daily report is annexed.

UTKARSH

Digitally signed by
UTKARSH
Date: 2025.07.04 21:43:10
+05'30'

(Utkarsh)
EDME/Safety

Copy to:-

Sr.PPS to Chairman& CEO, PSO to Member (Infra), Member (O&BD), PPS to DG/Safety for kind information

DRIVE NO. 9 of 2025-26: DAILY REPORT

Date of Report:

Name of Zone:

Updated as on date:

Division	No. of Loads Checked	No. of Cases where Deficiencies Found	Location and Brief Nature of Deficiencies