

NORTHERN RAILWAY

**DRM Office
S.E.Road, New Delhi**

No.10-T/SD/25/2025/Safety

Dated: 07.07.2025

**All Concerned Branch Officers,
NR, DLI Division.**

Divisional Safety Drive No. 25/2025

Sub: Special Safety Drive Safety in securing of stabled rolling stock.

Ref: (i) PCSO/L.No. 81-T/SD/15/2025/SAFETY dated 07.07.2025.

(ii) Rly Board letter no. 2025/Safety-I/3/8 dated. 04.07.2025.

Vide HQ's letter under reference, a Spl Safety Drive for 15 days starting from 07.07.2025 to 21.07.25 covering all the following aspects regarding securing of vehicles at stations, yards, including loading/unloading/examination lines, workshop/pocket yards, other maintenance units of NR covering following items: -

- 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 DLI Division are required to be involved. Effective follow up action should be taken on all deficiencies and irregularities noticed during the drive. Daily

report as at the end of previous day should be forwarded to be sent to this office by 9:00 hrs. in the format prescribed in Annexure 'A'. Cases where deficiencies are detected should be analyzed and it should be ensured that effective action are taken as per rules. Details of the drive should be maintained by the Branch Officer and the same may be called for by the HQ Office at short notice.

After conclusion of the Drive, detailed list of deficiencies and action taken etc should be consolidated and reported to Safety Department by 22.07.2025 positively for further submission to HQ Office.

DA: as above

Jyoti Sangwan
7-7-25
Sr. Divisional Safety Officer
S.E.Road, DRM Office
New Delhi

Copy:-

1. DRM/DLI
2. ADRM/infra, ADRM/admin, ADRM/OP

For Kind information please.

For kind information please

Annexure- 'A'

Date of report:
Name of Branch:
Details updated up to Date:

Branch Officer	Status as on	No. Loads Checked	No. of Cases where Deficiencies Found	Location and Brief Nature of Deficiencies.

NORTHERN RAILWAY

HEAD QUARTER OFFICE
BARODA HOUSE
NEW DELHI

NO.81-T/SD/15/2025/SAFETY

DATED 07.07.2025

DIVL. RAILWAY MANAGER
DRM'S OFFICE
DLI, LKO, MB, FZR, UMB and JAT.

SAFETY DRIVE NO. – 15/2025 (RB-09)

Sub: Special Safety Drive Safety in securing of stabled rolling stock.

Ref: Railway Board letter no. 2025/Safety-I/3/8 Dated. 04.07.2025

Vide RB's letter under reference a Spl Safety Drive for 15 days starting from 07.07.2025 covering all the following aspects regarding securing of vehicles at stations, yards, including loading/ unloading/ examination lines, workshop/pocket yards, other maintenance units of NR covering following items: -

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 action should be taken on all deficiencies and irregularities noticed during the drive. Daily report as at the end of previous day should be forwarded to be sent to this office by 10:00 hrs. in the format prescribed in Annexure 'A'. Cases where deficiencies are detected should be analyzed and it should be ensured that effective action are taken as per rules. Details of the drive should be maintained by the Safety Departments in HQ/Divisions 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 Safety Department HQ/NR by 22.07.2025. Apart from sending hard copy, the report should invariably be uploaded in PDF & DOC format and may be emailed at dycsonrelec@gmail.com positively for further submission to Rly Board.


Dy. CSO/Elect. /HQ
(For Principal Chief Safety Officer)

Copy to:

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCME, PCEE and PCOM for information and necessary action please.
4. Sr. DSO/DLI, FZR, UMB, MB, LKO and JAT for information and necessary action please.

Annexure- 'A'

Date of Report:
Name of Division:
Details updated up to Date:

division	Status as on	No. Loads Checked	No. of Cases where Deficiencies Found	Location and Brief Nature of Deficiencies.
DLI				
FZR				
MB				
LKO				
UMB				
JAT				

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.

- 106/1
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
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(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