



उत्तर रेलवे

कार्यालय वरि. म. वि. अभि./परि./दिल्ली

Email: srdeersodli@gmail.com

No. 230/Elect/RSO/Safety Drive/2025

मण्डल रेल प्रबंधक कार्यालय

स्टेट एंटी रोड, उत्तर रेलवे, नई दिल्ली

दिनांक : 11.03.2025

सभी मुख्य लोको निरीक्षक,

समस्त वरिष्ठ चालक दल नियंत्रक/ लॉबी,

जाखल, जींद, रोहतक, शकूरबस्ती, दिल्ली सराय रोहिल्ला, दिल्ली, आनंद विहार, नया खर्जा
गाजियाबाद, मेरठशहर, पानीपत, नईदिल्ली, हजरत निजामुद्दीन, तुगलकाबाद, पलवल, गढ़ी हरसर

सुरक्षा अभियान - RSO SD-06/2025

विषय: : स्टेबल रोलिंग स्टॉक को सुरक्षित करने के लिए एक सप्ताह का विशेष सुरक्षा अभियान।

संदर्भ) : रेलवे बोर्ड पत्र संख्या : 2025/संरक्षा-I/3/3/1 दिनांक 10.03.2025.

PCSO पत्र संख्या : 81-T/SD/06/2025/SAFETY दिनांक 11.03.2025.

Sr. DSO पत्र संख्या : 10-T/SD/08/2025/Safety दिनांक 11.03.2025.

कुछ मामलों में स्थिर रोलिंग स्टॉक के लुढ़कने की घटनाएँ सामने आई हैं। ऐसा प्रतीत होता है कि यह स्थिर लोड को सुरक्षित करने के नियमों के पालन न करने के कारण हुआ है। इस संदर्भ में, 11.03.2025 से एक सप्ताह की अवधि के लिए एक विशेष सुरक्षा अभियान चलाया जा रहा है, जिसमें स्टेशनों पर वाहनों को सुरक्षित करने से संबंधित निम्नलिखित बिन्दुओं पर प्रकाश डाला जायेगा।

- जब भी किसी लोको/लोड को रनिंग लाइनों या साइडिंग्स पर स्थिर किया जाए, तो इसे निम्नलिखित तरीकों से सुरक्षित किया जाना चाहिए :-
 - चैन और पैडलॉक लगी हो।
 - लकड़ी के गुटखे/sprags आदि का प्रयोग करके।
 - अन्य वाहनों के साथ कपल्ड करके।
- वैगन एवं कोचों को सही प्रकार से सुरक्षित किया जाना चाहिए। यदि कोचिंग वाहन स्टेबल किए जाते हैं, तो गाई SLR/SLRs में लगे हैण्ड ब्रेक लगाए जाने चाहिए।
- पॉइंट्स को सेट, क्लैम्प और लॉक किया जाना चाहिए और जहाँ भी उपलब्ध हो, ब्लॉक की गई लाइनों को अलग करने के लिए स्कांच ब्लॉक का उपयोग किया जाना चाहिए। संबंधित चाबियाँ स्टेशन मास्टर के पास रखी जानी चाहिए।
- स्टॉप कॉलर को संबंधित सिग्नल और पॉइंट्स बटन/लीवर पर रखा जाना चाहिए।
- यह टिप्पणी कि 'लाइन संख्या ___ अवरुद्ध है' को TSR/SM डायरी में दर्ज किया जाना चाहिए।
- जब भी कोई रेक स्टेबल किया जाता है, तो स्टेशन मास्टर को सेक्शन कंट्रोलर को एक प्राइवेट नंबर के आदान-प्रदान के तहत सूचित करना चाहिए कि सभी निर्धारित सावधानियाँ पूरी कर ली गई हैं। सेक्शन कंट्रोलर को स्टेशन मास्टर से यह आश्वासन प्राप्त करने के बाद ही अगली ट्रेन को स्टेशन से गुजरने की अनुमति दी जानी चाहिए।
- यह सुनिश्चित किया जाना चाहिए कि पर्याप्त संख्या व में sprags, wooden wedges, chains और पैडलॉक उपलब्ध हों और वह मानक डिज़ाइन के हो।
- ASM/SMs, ड्राइवर, गाई और संबंधित कर्मचारियों द्वारा स्टेबलिंग, रोलिंग स्टॉक की शंटिंग और लोको परिवर्तन के दौरान सुरक्षा की उचित प्रक्रिया का पालन किया जाना चाहिए।

9. ऐसे रोलिंग डाउन मामलों से निपटने के लिए संबंधित कर्मचारियों को उचित प्रशिक्षण और काउंसलिंग दिया जाना चाहिए।

सभी लोको निरीक्षक द्वारा तुरन्त प्रभाव से 07 दिनों के लिए एक संरक्षा अभियान 11.03.25 से 17.03.25 तक चलाया जाए एवं अपने सभी नामित/गैर-नामित रनिंग कर्मचारियों को उक्त मदों पर काउन्सिल करें। दैनिक निरीक्षण रिपोर्ट (yard wise) को दी गई Google Sheet व google form के माध्यम से इस कार्यालय को भेजी जानी चाहिए ताकि रेलवे बोर्ड को आगे प्रस्तुत की जा सकें।

Google Sheet लिंक -

<https://docs.google.com/spreadsheets/d/194K2KCDYmh43R0nHWz9aNC2VJCPY1djBdqMeHkCSR4Y/edit?gid=0#gid=0>

Google form लिंक -

https://docs.google.com/forms/d/e/1FAIpQLScTYzf5gkGk2AgadogEdg_Uux3t2eiq4yxT-SUnTTchn2zf3g/viewform


वरिष्ठ मण्डल विद्युत अभियन्ता/परिचालन/दिल्ली

प्रतिलिपि:

- PS to DRM for kind information of DRM please.
- CELE/NR, CRSE/Fr./NR, NDBH.
- ADRM/OP.
- Sr.DSO/DLI.
- DEE/RSO/DLI & ADEE/RSO/DLI.
- Principal ETC/ GZB, Principal DTC/TKD, Principal RSTC/Shakurbasti.
- CLI/BTC/TKD, CTC/NDLS Control.

NORTHERN RAILWAY

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

**No.10-T/SD/08/2025/Safety
Dated: 11.03.2025**

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

Divisional Safety Drive No. 08/2025

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

**Ref: (i) PCSO L.No. 81-T/SD/06/2025/SAFETY dated 11.03.2025
(ii). ED/EE/Safety L.No. 2025/Safety-1/3/3/1 dated 10.03.2025.**

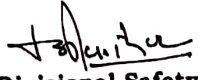
There have been a few cases of rolling down of stabled rolling stock. This seems to have happened due to non-observance of rules for securing of stabled loads.

A special safety drive for a period of one week with effect from 11.03.2025 to 17.03.25 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 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.

In order to assess the actions taken on various deficiencies and its current status, a fresh drive for One week starting 11/03/2025 should be launched to securing stabled rolling stock of above mentioned 09 points referred above. This exercise is required to be done by all the concerned Officers.

Effective follow up action should be taken on all deficiencies and irregularities during the drive. Daily report (Division/Yard-wise) should be sent to this office by 9:00 hrs . Action taken should be sent to this office by 18.03.2025 positively for further submission to HQ Office.


**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.**

NORTHERN RAILWAY

HEAD QUARTER OFFICE
BARODA HOUSE
NEW DELHI

NO.81-T/SD/06/2025/SAFETY

DATED 11.03.2025

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

SAFETY DRIVE NO. – 06/2025 (RB-19)

**Sub: One-week Special Safety Drive on securing stabled rolling stock.
Ref: Railway Board letter no. 2025/Safety-I/3/3/1 Dated. 10.03.2025**

There have been a few cases of rolling down of stabled 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 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.

In order to assess the actions taken on various deficiencies and its current status, a fresh drive for One week starting 11/03/2025 should be launched to securing stabled rolling stock of above mentioned 09 points referred above. This exercise is required to be done by all the divisions. Officers of departments from HQ should also be involved.

Effective follow up action should be taken on all deficiencies and irregularities during the drive. Daily report (Division/Yard-wise) should be sent to this office by 9:00 hrs . Sr. DSOs to critically analyze such cases and ensure effective actions are taken as per rule. Action taken should be sent to this office by 19.03.2025. 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 for information and necessary action please.

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

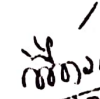
प्रबंध निदेशक, के.आर.सी.एल और डी.एफ.सी.सी.आई.एल.

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.