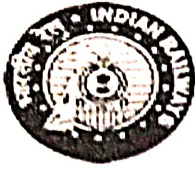


## SOUTH CENTRAL RAILWAY



Office of the  
Divisional Railway Manager/Safety  
Fourth Floor, Sanchalan Bhavan  
SECUNDERABAD  
E-mail: [srdsosecunderabad@gmail.com](mailto:srdsosecunderabad@gmail.com)  
Mob No.9701371750

No. C/SFY-5/SD-31/July -3/2025

Date 05.07.2025

### **SAFETY DRIVE JULY - 3/2025**

Sub: Railway Board Safety drive No:09 Safety in securing of stabled rolling stock-reg

Ref: Railway Board Ltr No. 2025/Safety-1/3/8, dated 04.07.25

Vide the reference cited above, it is advised to conduct a Special safety drive of 15 days from 05.07.25 to 19.07.25 cover the following safety 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/SLLRs 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. Remarks to the effect that 'line no. is blocked' be made in TSR/SM dairy
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 pad locks 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 of ASMs/SMs and concerned staff for tackling such rolling down cases

The daily report of the drive data shall be sent to this office by 09:00 hrs **as per the format given below** to enable this office to submit report to PCSO office within the time prescribed. Remarks if any are to be mentioned

Date	No of Loads checked	No of cases where deficiencies found	Location and brief nature of deficiencies

It should be ensured that all concerned departments from Division should be involved. Effective follow-up actions should be taken on all deficiencies and irregularities noticed during the drive. After completion of the drive a consolidated report from each branch should be submitted to the undersigned by 20.07.2025 to enable this office for compilation of data and further forwarding to PCSO office and DRM/SC

Encl: as above reference

  
[ए. सुरेश]/ A. Suresh]  
Sr. DSO/SC

Copy: DRM/SC for kind information.  
ADRM/O & ADRM/I for kind information.  
Sr DOM & Sr DEE/TRSO for information and necessary action pl.