

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/03/2014

Fly Leaf No. 03/2014

Attention... **ALL CONCERNED.....**

PREVENTION OF FIRE ACCIDENTS

Fire causes destruction, damage to property and disruption to rail traffic apart from causing deaths and injuries to passengers. Hence, prevent fire hazards by observing the following precautions.

SMs, COMMERCIAL STAFF, LOCO-PILOTs & GUARDs:

1. Ensure that **four** fire extinguishers of Dry Chemical Powder (DCP) type are available in the loco within the expiry date.
2. Check all the electrical circuits for foul (burning) smell, smoke and sparks.
3. Pay special attention to oil tank wagons, especially for leakages **while taking charge of trains.**
4. **Ensure proper marshalling** of wagons containing inflammables.
5. Pay special attention to **prevent cooking** in the passenger compartments by the passengers.
6. Station staff to **ensure that updated telephone numbers** (landline + mobile) of **fire stations / Fire Brigade Officials** are available, tested at a periodical frequency along with the record of status of the check and also exhibited outside the SM office.
7. Take stern steps to **prevent unauthorised hawkers and vendors** using 'sigris' and stoves on trains.
8. After completion of the loading, **Guard must ensure** that all the **lights in the luggage portion** of the SLR are **switched 'off'** to eliminate possibility of short-circuiting.

9. Booking of explosives, dangerous, inflammable articles, empty gas cylinders, dry grass and dry leaves, etc., should not be booked as luggage in passenger carrying trains.
10. Dangerous articles, such as explosives of any variety including fireworks, inflammable materials such as oil, grease, ghee, paint, dry grass and leaves of any variety, etc., are prohibited to be carried by any person in the compartment.
11. Commercial Supervisors to ensure that proper precautions are taken while stacking combustible material in Goods Shed / Commercial Plots. Conduct surprise checks on clubbing of commodities which may lead to chemical reactions and passenger carrying trains for luggage / parcels in co-ordination with RPF in trains, stations and in Parcel Offices. Also ensure that these are stacked away from residential areas. Ensure that the Commercial plot holder takes all safety precautions as per the Siding Agreement. Also, ensure that the maximum height of combustible material stacked should not be more than 20 feet in height.
12. Parcel Supervisors shall ensure that two-wheeler motor bicycles when offered for transport by rail, the petrol tank is emptied totally.
13. Do not allot and allow VPUs to be used in lieu of kitchen cars in FTR specials.
14. Adequate space must be left between roof and the top layer of the packages loaded in the SLRs including the private parties/lease-holders.
15. Parcel staff shall ensure that hamals (labour) shall not smoke or light a cigarette / beedi while loading/unloading parcels.
16. Drought relief material, such as, paddy grass should be handled properly while loading/unloading in wagons so as not to be swept away by wind towards Diesel loco and cause loco catching fire.

TRAIN EXAMINERS / ELECTRICAL STAFF:

1. Ensure full watering of all passenger coaches.
2. Ensure that ACP apparatus is functioning properly.
3. Ensure that emergency windows are properly working.

4. Ensure all electrical connections are intact and there are no loose fittings in the coaches.
5. Do not allow battery boxes in 'open' condition and also MS sheet covering is provided wherever required.
6. Ensure correct rated fuses/MCBs are provided in electrical circuits.
7. Ensure the availability of fire extinguishers in AC coaches.

PANTRY CAR STAFF:

1. Chimneys of pantry cars should be regularly cleaned to prevent choking with soot and over-heating.
2. Ensure the placement of gas cylinders in the gas room only.
3. Electrical junction boxes should be covered.
4. Staff should be trained to use the fire extinguishers.
5. Specified number of fire extinguishers should be available in good condition.
6. Ensure no garbage is dumped in the vestibule path-way.
7. Ensure the gas pipe is insulated with Asbestos material.

SECURITY STAFF:

1. Ensure that the maximum height of combustible material stacked should not be more than 20 feet per stack.
2. Ensure the combustible material is stacked away from the residential areas.
3. Ensure that smoking is not taking place in banned locations.
4. Ensure that the labour and the hawkers are not cooking food using open oven / chullah / sigris.
5. Do not allow gas cylinders to be loaded in the passenger compartment.

Summer precautions in maintenance of track – P. Way Officials

1. Shortage of ballast in LWRs and newly created welded rail sections should be good.

2. Ensure proper profile of ballast in LWR section. Gangs to be directed to carryout shoulder ballast compaction to improve the lateral stability, especially outside the curves to increase lateral ballast resistance.
3. Dressing up of ballast to the required profile on bridge approaches, LC approaches and places like pedestrian / cattle crossing locations.
4. De-stressing of LWRs based on behaviour of LWR, stretches of LWR where renewals / deep screening had been carried out.
5. Locations where de-stressing was already done at lower temperatures than as specified in the LWR Manual should be de-stressed once again at the standard rail temperature.
6. Recoument of fittings to ensure zero-missing fittings in theft prone locations after theft report to RPF staff by Keyman.
7. Plan for Hot Weather Patrolling.
8. All the P.Way Officials should be clear of DOs and DON'Ts of LWR. The staff should hold competency to work in LWR territory.
9. Special watch to be kept on the areas where deep screening works are on hand, strict adherence to the Manual provisions such as proper isolation, temporary de-stressing in case of LWR and correct sequence of following operation, etc.,
10. Gangs should have thermometers in working condition and its accuracy should be checked at frequent intervals by Inspecting Officials.
11. Knowledge of Gangs in rules should be tested.
12. Stretches of 10-rail panel should have an SR of 50 KMPH till converted into LWR and Patrolling should be done during day.
13. Foot-plate inspection of the entire section should be done,
14. LWR details fed into TMS should be immediately scrutinised, if already not done. De-stressing of LWR / CWR undertaken wherever necessary based on inspection of SEJ as per schedule.
15. SEJs should be oiled and greased once in a month without fail.

CHIEF SAFETY OFFICER

SAFETY ORGANISATION