

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/12 /2020

Fly Leaf No. 12/2020

Attention..... Operating & Engineering staff

Working of track maintenance machines.—

1. The on track tamping machine which is a self-propelled vehicle fitted with head-light and two parking lights and is having two parts viz., the engine and the tamping-cum leveling unit. This machine can run both by day and night at a maximum speed of 40 KMPH either engine or tamper foremost, subject to any other lower speed restrictions in force. The speed over all points and crossings however shall not exceed 10 KMPH.
2. The on track tamping machine shall be treated as a train for all purposes and shall run under the system of working applicable except when it is attached in the rear of a goods train.
3. The tamping machine shall work under the direct supervision of an Engineering official not below the rank of PWI who will be responsible for taking the traffic block and for protection of the line, while the work is in progress. Each machine shall be in direct charge of an Operator. The operator shall be conversant with the section over which the unit has to run for work.
4. Competency Certificate for persons authorised to drive tamping machine:
 - (i) No person shall be permitted to drive any type of track machine unless he has undergone stipulated training and passed the examination at ZRTI/MLY in General and Subsidiary Rules. A Technical Competency Certificate shall be issued by Dy.CE/Track Machines or any other Competent Engineering Officer nominated by PCE.
 - (ii) The certificate shall be valid for 3 years unless revalidated after undergoing a refresher course at ZRTI.
 - (iii) He shall possess a certificate of medical fitness issued by a Railway Medical Officer as prescribed in the Medical Manual for Traction Machine Operators.
5. The equipment prescribed in S.R. 4.65.5 shall be carried by the Operator-in-charge of the Unit

Working of TTM

1. The TTM shall be treated and signaled as a train.
2. The sanction of CRS shall be available for working a TTM on the relevant section.
3. The TTM shall not be permitted to work during Total Interruption of Communication.
4. The TTM shall be allowed to work during Traffic block period only.

5. The person in charge shall inform the SM in writing where he intends to stop in the mid section, whether he will proceed to next station or return to the starting station.
6. The SM shall issue authorities as follows:
 - Work & return = T / 465
 - Work & clear next block station = T / A 465When more than one machine is permitted
 - T / 465(1st TTM) and CO s (for following units) -(return to same station) or
 - COs for preceding and T / A 465 (last unit) (proceeding to next block station)
 - the person in-charge shall personally supervise the movement by travelling in the rear most machine.
7. The maximum speed of the TTM shall not exceed 40 KMPH, in block section and 10 KMPH over points and crossings.
8. If it is required to push back the following precautions shall be observed ,
 - a) The official in-charge shall travel in the leading machine exhibiting hand signals to the following machine,
 - b) The speed while pushing back shall not exceed 25 KMPH,
 - c) The official in-charge of leading machine shall be responsible to ensure the all L/C gates are closed against road Tfc before passing,
 - d) On Double line the In-charge shall stop the machine at LSS of the line or opposite to FSS of the adjacent line. Machines may be received on pilot in memo after ensuring that all points are correctly set and facing points are locked. On single line stop at FSS and machines may be received by taking off signals.
 - e) On arrival at the station the In-charge shall sign in the TSR in token of complete arrival of the unit/ Units,
 - f) Only after this the SM shall clear the Block Section.

Stabling

9. The SM shall arrange stabling of TTM in consultation with SCOR,
10. It shall normally be stabled on a non running line,
11. When a TTM is stabled on running line, the mechanical hand brakes shall be applied, chained to the rails, lever collars/ slide pins shall be used, no shunting shall be permitted on to that line,
12. A TTM shall not be moved inside the Tfc yard without the permission of SM and into the LOCO yard without the permission of CCC.

CHIEF SAFETY OFFICER

**SAFETY ORGANISATION SOUTH CENTRAL
RAILWAY**