

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/4/2024.

Fly Leaf No. 4 / 2024

Attention..... All Concerned

WORK SITE PROTECTION.

A large number of men and machinery are deployed by the contractors for track renewals, gauge conversions, doublings, bridge rebuilding etc. It is therefore essential that adequate safety measures are taken for safety of the trains as well as the work force.

The following measures should invariably be adopted:

- The contractor shall not start any work without the presence of railway supervisor or his representative and contractor's supervisor at site.
- Wherever the road vehicles and/or machinery are required to work in the close vicinity of railway line, the work shall be so carried out that there is no infringement to the Railway's Schedule of Dimensions. For this purpose, the area where road vehicles and/or machinery are required to ply, shall be demarcated and acknowledged by the contractor. Special care shall be taken for turning/reversal of road vehicles/machinery without infringing the running track. Barricading shall be provided wherever justified and feasible as per site conditions.
- The look out and whistle caution orders shall be issued to the trains and speed restrictions imposed where considered necessary. Suitable flagmen/detonators as per G&SR provisions shall be provided where necessary for protection of trains.
- The supervisor/workmen should be counselled about safety measures. A competency certificate to the contractor's supervisor as per proforma Annexure-8/5 of IRPWM shall be issued by ADEN which will be valid only for the work for which it has been issued. Railway supervisors ensure that contractor's supervisor underwent training in track safety and in possessing of competency certificate is depicted at the site.
- The contractor shall not allow any road vehicle belonging to his or his suppliers etc., to ply in railway land next to the running line. If for execution of certain works viz., earthwork for parallel railway line and supply of ballast for new or existing rail line gauge conversion etc., road vehicles are necessary to be used in railway land next to the railway line, the contractor shall apply to the Engineer-in-charge for permission giving the type and no. of individual vehicles, names and licence particulars of the drivers, location, duration and timings for such work/movement. The engineer in-charge or his authorized representative will personally counsel, examine and certify the road vehicle drivers, contractor's flagmen & supervisor and will give written permission giving names of road vehicle drivers, contractor's flagmen and supervisor to be deployed on the work, location, period and timing of the work.

This permission will be subject to the following obligatory conditions.

- (i) Road vehicles can ply along the track after suitable cordoning of track with minimum distance of 6 m from the centre of the nearest track. For plying of road vehicles during night hours, adequate measures to be communicated in writing along with a site sketch to the contractor/contractor's representative and controlling engineers/supervisors in-charge of the work including officers and the in-charge of the sections.
- (ii) Nominated vehicles and drivers will be utilized for work in the presence of at least one flagman and one supervisor certified for such work.

- (iii) The vehicles shall ply 6 m clear of track. Any movement/work at less than 6 m and up to minimum 3.5 m clear of track centre, shall be done only in the presence of railway employee authorized by the Engineer-in-charge. No part of the road vehicle will be allowed at less than 3.5 m from track centre. The cost of such rail employee shall be born by the railway.
- (iv) The contractor shall remain fully responsible for ensuring safety and in case of any accident, shall bear cost of all damages to his equipment & men and also damages to railway and its passengers.
- (v) Supplementary site-specific instructions, wherever considered necessary, shall be issued by the Engineer in-charge.
 - The ballast/rails/sleepers/other P. Way Materials after unloading along track should be kept clear off moving dimensions and stacked as per the specified heights and distance from the running track.
 - **Unloading of Rails, Sleepers and Fastenings** : Material new or old, lying alongside the track is always a potential source of danger and efforts should be made to remove the same as soon as possible.
 - Safety measures to be ensured prior to starting of the work during execution the work & works requiring traffic block.
 - Safety measures to be ensured while stacking of material along the track side while working in "OHE area"
 - **Post relaying works:** Removal of all released Materials and clearing the site.
 - **Works to be attended after completion of relaying:** Materials as and when removed during the progress of relaying should be collected and classified and despatched to the destination. No released Material should be left at the site of the renewals. Relaying work shall not be considered complete until all released Materials are removed from site and necessary credit accorded.

Role of S&T:

- (i) Execution of earth works by JCBS or manual for cable trenching and provision of foundations for Location Boxes and signals, which are close to the running lines and fixed structures should be carried out only after preparation of detailed plan and clearance from engineering department of open lie and approval of competent authority to ensure that, it will not be in a way infringe the prescribed schedule of dimension or aggravate existing permissible infringement.
- (ii) Earth work by manual for lying of cables near station premises, permission must be obtained from electrical department also to avoid contact of high voltages while digging.

Role of C&W:

Whenever wheel set is unloaded near LC Gate or near to Hot-axle siding, traffic block should be obtained from the Dy.SS of the station. Power block shall also be taken from OHE department.

Role of LP/ALP:

Follow the banner flag and flagman available at the engineering work sites and control the speed accordingly.

PRINCIPAL CHIEF SAFETY OFFICER

SAFETY ORGANISATION

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