

संरक्षा शाखा
सोलापुर मंडल



Safety Branch
Solapur Division

संरक्षा परिपत्र
Safety Circular
01/2021-22



विषय: मानसून पूर्वोपाय

Sub:- Monsoon precautions.

दिनांक/Date : 20.04.2021

SAFETY CIRCULAR – 01/ 2021-22

All concerned /SUR

Sub:- Monsoon precautions.

Following points should be ensured & checked before and during the monsoon.

1.0 TRACK:

1. All catch water drains and side drains must be cleared of silt, vegetation and other obstructions to ensure free flow and quick drainage of water
2. Water way of bridges must be cleared of vegetation and other obstructions.
3. Protective and river training works must be maintained in good condition and repair works carried out where ever necessary. Scour holes should be filled with boulders.
4. The High Flood level (HFL), Full Supply Level (FSL) and Danger Level (DL) must be painted
5. In hilly areas loose boulders should be felled down in a systematic and safe way.
6. Track circuited areas need special attentions to avoid failures. All missing liners and grooved rubber pads should be replaced.
7. Joints should be attended properly. Drainage of track particularly in yards should be ensured to avoid any stagnation of water and development of pumping joints/sleepers.
8. All types of drains should have proper slopes and clear outlets so that rains may not affect the operation of trains.
9. Track in platform portion, cuttings and inside tunnels be given special attention for correct track geometry and efficient drainage.
10. The section which require patrolling to be identified & notified in the division. (*Para 1004(1) of IRPWM*). The equipment of Patrolmen and other watchmen shall be complete in all respect.
11. Spare trollies should be kept in readiness for easy access to any location in case of emergency.
12. Ensure that, trees of doubtful integrity which can fall on the track are removed.
13. SSE/P.Way to submit a certificate to DEN/Sr.DEN before one month of commencement of monsoon that he has made all the arrangements for monsoon patrolling & watchman at vulnerable locations. (*Para 1004(7) of IRPWM*)
14. The Prescribed reserve stock of boulders, empty cement bags, wire netting and sand/ quarry dust must be kept at specified locations for rushing to site in case of emergency.
15. Action should be taken as envisaged in *Para.1127 of IRPWM* in the case of Railway Affecting Works (RAW)
16. Temporary Engineering indicators must be kept ready for use.
17. Rain gauges should be checked and ensured that they are in working condition.
18. Vulnerable locations should be reviewed jointly by DEN and ADEN the register maintained must be made updated.
19. RH girders and adequate number of C.C.Cribs should be kept ready loaded in BRN for use in case of emergency.

2.0 TRAINING AND EDUCATION OF ENGG. STAFF:

1. Watchmen for vulnerable locations and Patrolmen are to be selected judiciously.
2. Mates and Key men are to be trained and educated for taking action on receiving weather warning messages, sudden storm and rain water level rising near bank or at bridges and in posting and managing patrolmen.
3. Monsoon patrolling charts should be studied and subordinates be trained for ensuring proper checking of patrolmen.

3.0 BRIDGES :

1. Water way should be adequately cleared.
2. The approaches of girder bridges should be properly attended & the top of abutments & Piers cleaned.
3. It should be ensured that no water way, training or protective work is left out incomplete.
4. Soundness of tunnels and cuttings should be tested and required follow up action be taken.

4.0 PRE MONSOON ARRANGEMENTS TO BE MADE BY ENGG. DEPARTMENT:-

1. Stock of boulders, ballast, sand bags, muck, quarry dust should be loaded in wagons and stabled near flood prone locations. Above material in adequate quantity should also be stocked in Divisional HQ for emergency requirement.
2. C.C. Cribs / R.H. Girders should be stacked at nominated stations to meet out emergency.
3. Monsoon rakes at nominated locations should be ready by 31st of May, 2021.
4. Adequate stock of K. Oil, Diesel, Cotton waste, fuses and match boxes petromax & flasher torch, and detonators should be available at every PWI Depot.
5. Phone numbers of Supervisors, Officers, Stations should be readily available for contacting in emergency.
6. The Officer and Supervisors should inform their whereabouts to their immediate superiors & to Engg./Divisional Control at all times.

5.0 LOCO DEPARTMENT:-

1. All locos should be provided with window wipers, sanding equipments and with all Roof leakage arrested before they are given for traffic.
2. The look out Glass, side shutters and window glass of locomotives should be checked out thoroughly and all deficiencies to be attended to.
3. Head lights, Marker lights, flasher lights etc. should be thoroughly checked before turning out the loco from sheds.

6.0 DUTIES OF LOCO PILOT:-

1. Follow all speed restriction meticulously.
2. They should take extra precaution while passing through cutting, bridges, newly laid LHSs, L C Gates, Station.
3. Calling out signal aspects between LP and ALP, to be done in a loud and clear voice.
4. Look out for patrolman's signal or detonators signal.
5. They should not work the train if water level is more than 4 inches (100 mm) above rail level.
6. LPs are required to drive trains more vigilantly and cautiously looking out for any obstructions ahead.

7.0 DUTIES OF STATION STAFF:-

1. The station staff should ensure that the Monsoon patrolling is conducted by the Patrolman as per the Monsoon chart and diaries are maintained by these patrolmen and note the timings in their station diaries.
2. If a patrolman does not turn up within 15 minutes of his scheduled arrival at the station, Station Master must ensure that a caution order is issued to all the trains entering that particular block section.
3. On a double line section the Station Master must ensure that a train proceeding in the opposite direction is issued with a caution order if a particular passenger train does not arrive within 10 minutes or a goods train within 20 minutes from the normal running time.
4. SM must ensure that all weather warning messages are correctly taken and preserved and delivered in time to the concerned Engineering official and acknowledgement is obtained.
5. All vulnerable trees at the station likely to fall on tracks due to heavy winds must be identified and action taken to prune them.

8.0 S&T

1. Ensure availability of adequate number of GFN liners and rubber pads in track circuit area.
2. Proper drainage to avoid water logging in track circuited area.
3. Replace broken MBC sleepers in track circuited area.
4. No water leakage in relay room.
5. Replace rusty and damaged bond pins and bond wires.
6. Replace defective cable/cable conductors detected during cable meggering.
7. Seal, signal units with adhesive tape to avoid water logging.

All concerned staff should take appropriate action in time and prevent unusual occurrences taking place on this division during Monsoon.

(Suresh Kumar N.T.)
Sr.DSO/SUR