



CE's Circular No. 22

Sub: Inspection of Steel Fencings.

One of the train accidents of EMU Fast Suburban Local between Chennai Central and Tiruttani on Southern Railway in July, 2004, was due to protruding tie bar fencing at Pattabiram station.

Indian Railways Works Manual Para-224(f) reads as follows:

"All structures (Including those carrying advertisement hoardings) situated alongside the running lines, particularly in the suburban section, should be thoroughly inspected by the Section Engineer (Works)/Junior Engineer (Works) once in 6 months by rotation in order to ensure the integrity of their components with special reference to fitments like corrugated iron sheets which are likely to get loose and be impelled towards the adjacent track by gusts of wind or by the aerodynamic forces generated by the passage of fast trains in their proximity".

In this regard inspection of all the structures should also include steel fencing/tie bar fencing at stations or in mid-section at vulnerable location such as:-

- (i) Fencing which is close to track and likely to infringe the safety of train movements/operations.
- (ii) Fencing causing infringement to Schedule of Dimension (SOD)
- (iii) Fencing provided in between two tracks etc.
- (iv) Any other locations likely to endanger the safety of Railway users.

SE(Works)/JE(Works) will maintain a list of such vulnerable locations and inspect the steel fencing/tie bar fencing once in 6 months by rotation as laid down in IRWM Para 224 (f) mentioned above.

All divisions are advised to ensure compliance to the above instructions.

K. U. Ingle
23/9/05
(K.U. Ingle)

Chief General Engineer
Bhubaneswar

No: W4/374/Pt. I/CE Circular/ 7247

Dt. 23.09.2005

Copy to

1. Sr. DEN/Co/KUR, SBP & WAT for information and necessary action please.
2. All HODs, Dy. HODs, Sr. Scale & Jr. Scale officer of Engg. Deptt at HQ for information please.
3. Secy. to GM for kind information of GM please.

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