

**EAST COAST RAILWAY**  
**ENGINEERING DEPARTMENT**

**CE's CIRCULAR NO. - 28**

**Sub: Use of Relieving Girders at work sites**

---

Recently, a goods train derailed on a Relieving Girder being used for construction of Limited Height Subway. Enquiry into the accident has revealed the cause as spread of gauge on girders portion. Reasons which lead to accident include incorrect site data, deviations from approved arrangements/drawings to suite the local site conditions (by removing standard arrangement of track fittings and fixtures) and absence of appropriate level of supervision during girder insertion and post insertion period. The derailment could have been avoided.

Though from time to time adequate instructions have been issued on safety precautions to be adopted while working with relieving girders used for bridge/LHS works, important instructions are reiterated. Following guidelines/instructions should be followed in field meticulously while using Relieving Girders:

**1.0. Plan**

1.1. Following features of at least 500m track on both sides of work site shall be specifically mentioned in the plan.

- (a) Type of rail      (b) Type of Sleepers      (c) Type of fittings  
(d) Ballast cushion   (e) Gradient  
(f) Alignment straight/curve (degree).

These should be verified and reconciled at site before starting the work.

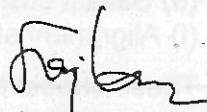
1.2. Ensure that Competent Authority's approval of the plan and CRS sanction has been taken in advance of taking up the work. Work shall be planned in such a way that the Relieving Girder remains in Track for least possible time.

1.3. Instructions/Notes mentioned in the approved plan should be clearly understood and followed properly. Any deviation, if considered necessary and unavoidable should be brought to the notice of CBE.

**2.0. Relieving Girders**

2.1. Full components of Relieving Girders shall be checked as per approved drawings. Any shortfall of fittings (Rail Clips, Diaphragm, Bracings, Bolts & Nuts etc.) should be recouped and spare fittings kept in readiness for use in emergency.

- 2.2. Relieving Girders shall not be used on Curved Track, since such arrangements are meant for straight track only.
- 2.3. The necessary temporary supports for Relieving Girders i.e. CC cribs, sleepers cribs etc. shall be laid and secured as per standard and approved drawings. After placement, levels of relieving girder and rail shall be checked with reference pegs fixed in advance. Temporary Speed Restriction Boards should be placed in position as per approved drawing/IRPWM.
- 
- 2.4. As far as possible, relieving girder slewing/lifting arrangements shall be tested in advance, before taking up the traffic block.
- 2.5. Officer not below the rank of ADEN/ABE should be present during insertion of Relieving Girder and making of Temporary Arrangements under traffic block. First train shall be passed after his satisfaction regarding the soundness and proper seating of the temporary arrangements.
- 2.6. Properly equipped Gang shall man the site round the clock till the temporary arrangements stabilize. Even after the Temporary Arrangement is stabilized, round the clock watch by staff having HS flags/lamps should be kept. Communication facilities should be provided to the Watchman for quick communication in case of emergency.
- 3.0. Track
- 3.1. Alignment, gauge and cross levels of track shall be regularly observed and measured after passage of each train for first day. Once track is stabilized, track parameters may be recorded once a day. Track (including approach portion) shall be attended regularly for the deficiencies noticed during check.

  
(Laj Kumar) 26/7/12  
Principal Chief Engineer

No: W4/374/Pt. I/CE's Circular/6522

Dated. 26.07.2012

Copy forwarded for information to:

1. Secy. to GM for kind information of GM.
2. SDGM & CSO/BBS
3. Sr. DEN(Co-Ord)/KUR, SBP & WAT
4. All HODs, Dy. HODs, Sr. Scale and Jr. Scale Officers of Engg. Deptt. of Headquarters

AEMBY