

EAST COAST RAILWAY

Office of the
Pr Chief Safety Officer
Bhubaneswar

No:- ECoR/SFY/ 67/838

Date:- 14.11.2024

(SAFETY CIRCULAR NO- 14/2024)

Sub: - Work site protection at various Construction site/Work site

Safety at work site is a prime concern. While executing various works such as doubling, multiple lines, RE and other maintenance works etc. in the vicinity of the running track there is a possibility of infringement to running track, disturbance to the existing track geometry, topography of the location, damage to the S&T and Electrical cables/assets. A number of accidents/unusual are reported in recent past due to improper work site protection.

A comprehensive guideline/procedure to protect running track at the worksite is reiterated below for reference to ensure proper work site protection during execution of work by the agency and Railway:

A. Measures to be ensured prior to start of the work.

1. Before starting execution of work in the vicinity of the running line; the executing agency such as Construction organization, RVNL, RE, Rail Tel, RITES, IRCON etc. should submit a certificate as per para 819 of IRPWM 2020 and check list placed at Annexure-I, signed by not below the level of a gazette officer, to the sectional DEN/Sr. DEN stating that all prescribed safety measures including protection of running track have been taken by him unless otherwise no work should start by the executing agency.
2. Staff/Supervisor of the contractor shall be trained at DETS and should obtain necessary competency certificate before being deployed at site in accordance with Para 819(4) similar to Annexure 8/5 of IRPWM.
3. Executing agency should also submit name & mobile Nos. of site in-charge/engineers.
4. Before starting work, Wire mesh barricading fixed on MS angle posts embedded in concrete blocks are to be provided by the executive agency at their own cost parallel to the track at a distance 3.15m from centre line of the nearest track and all safety measures for protecting the existing embankments, such as shoring of micro piles must be ensured based on site condition and approved plans (GAD/Plans).
5. Executing agency should advise the Sr. DEN, ADEN, and the SSE (P.Way) about detailed planning of work to be taken up including track protection measures to be adopted. Also "Work In Progress" signage boards should be erected by the agency near barricading at each 200m distance.
6. All Personnel should wear luminous jackets/bands while working in the vicinity of track and work site.

B. Measures to be ensured during the execution of work:

1. Executing agency should deploy adequate no. of lookout men at level crossings, major bridges, deep cuttings, station yards etc. to warn the workmen, Railway men and general public.
2. Drivers/operators of road vehicles/machineries are to be briefed by contractor engineer about safety precautions to be adopted while moving/working close to running track and assurance should be taken from them in a register by authorized site in-charge.

3. Vehicles/Machinery shall not be left unattended at worksite. If it is unavoidable, then those should be manned and also properly secured to prevent rolling down.
4. Contractor shall ply road vehicles only between sunrises to sunset. In special cases, working during night hours shall be allowed by the Railway. For this, sufficient bright lighting to be provided at the work site for clears visibility to LOCO drivers and vehicle drivers. Adequate staff also shall be posted for night working.
5. In unusual circumstances, if machine operator/driver apprehends infringement to track while working, he shall immediately advise the situation to Railway official and assist him in protecting track as per Para- 806 (1 & 2) with Annexure 8/1 & 8/2 IRPWM where train either to stop or may proceed with restricted speed.
6. Any temporary arrangement, if required to be made during execution, is to be informed to the I/C SSE/P.Way in writing and the same should not infringe moving dimensions. Necessary checks shall be exercised by site in-charge from time to time.
7. Lookout man has to be deployed along the track at 800m from the worksite with red flag/HS lamp and whistle to warn drivers of the contractor's vehicle of the approaching trains.
8. While digging at worksite, if any type of cable is found, work should be stopped and concerned Electrical/S&T/Engg staff should be informed immediately. Existing cables should be protected by contractor as per railway board Telecom circular no 17/2013 dt 24.06.2013.
9. The excavation work must not cause any damage to the formation or the cess, disturbance or settlement to the running track, obstruction to the drainage or the existing drains of track.

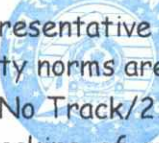
C. Work to be taken up within 3.15m of centre line off track (i.e. between the barricading and the track):

1. When any work is to be executed within 3.15m of the nearest track centre, executing agency shall submit a program for such work to the ADEN of the section.
2. Such work is to be done only under block protection and track is to be protected as per para no 806 & 807 of IRPWM by executing agency and supervised by trained contractor's staff having valid competency from ADEN of the section.
3. If work is to be done under traffic block, I/c engineer of the executing agency shall intimate in writing to the concerned railway authority (In-charge SSE/P.Way) of the section for arranging traffic block. Work should be taken up by the contractor after the track is properly protected as per para 2 above and traffic block is granted.
4. After completion of work, traffic block is to be cancelled by Railway's supervisors only after ensuring that vehicles, tools & plants, released materials etc are removed from the site and all temporary arrangements etc dismantled by the Agency and after ensuring that the standard moving dimensions are not infringed.
5. Contractor shall not allow any of his road vehicle/plant etc to ply within 3.15 meters from the centre of nearest track without presence of railway's Supervisor not below the rank of JE/P.Way.

D. Stacking of materials beside the track:

1. A plan on Material stacking locations to avoid infringement of moving dimensions and marked by **lime** shall be prepared in advance and jointly signed by the executing agency and ADEN/SSE (P.Way).
2. Structural bonds, track bonds, cross bonds, longitudinal rail bonds should not be disturbed and if disconnected; should be connected properly after completion of work.



- 
3. Presence of an authorized Rly. representative shall be ensured while unloading/stacking and compliance of all specified safety norms are to be assured in a register.
 4. RDSO guidelines CT-35, RB letter No Track/21/98/008/07 dtd 30.10.2014 and updated time to time for handling and stacking of materials from material trains should be strictly followed.

E. Precautions to be taken while working in OHE areas:

1. Track level should not be raised beyond permissible limit.
2. Contractor shall take permission from SSE/TRD of concerned section before taking up work near OHE area. Agency shall ensure that minimum 2.0 mtr gap is maintained between live OHE wire and any working tools and plants/machinery.
3. Authorized OHE staff shall be present while carrying out any major electrical works and relaying works etc.
4. If power block is required by contractor, it shall be taken in advance and permit to work shall be issued by the Electrical Dept. before OHE work is taken up as per GR 17.04 & SR thereto.
5. Structural bonds, cross bonds, longitudinal rail bonds etc. should not be disturbed by contractor while working in OHE area.

F. Additional precautions for work in or on top of cuttings:

1. Shifting of machines within railway boundaries should occur under railway supervision, with track protection or a traffic block where necessary.
 2. Earth handling machines and tippers should not be allowed to move once a train enters the block section until the train passes the worksite.
 3. As per IRWM-2000 para 1005; in the vicinity of running line "Blasting operation" within 100 meters should normally be carried out under block protection. Track within 60 meters of the blast site should be protected by covering with old sleepers which should be removed after the blasting is over and before removal of the block.
 4. If, during execution of work, unstable slope prone to imminent slip, or loose boulder/s are exposed, which may endanger safety of traffic, immediate action shall be taken to protect the track as per GR 15.09 and normal traffic resumed only after removing loose boulder/s or rectifying unstable slope.
 5. Trained Stationary watchmen to be provided as per requirement.
- G. Watch by Open Line:** Open line Engg. Officers and staff shall always keep a close watch on safety precautions taken at worksite and shall have the work stopped, if any unsafe work is noticed.

The above should be read in conjunction with G&SR, IRPWM, ACTM & JPOs issued and in case of any anomaly, the provisions of Codes and Manuals shall prevail. All sectional DTIs, CLIs, JE/SSE of P.Way, Track Machines, TRD, Signal & CHCs are advised to counsel the staff and monitor strict adherence of the instructions in letter & Spirit and ensure no short cut adopted under any circumstance.

**Pr. Chief Safety Officer,
Bhubaneswar**



Copy to-

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCE, PCME, PCOM, PCEE, PCCM, PCSTE, PCSC & CAO (Con) for information.
4. DRM/KUR, SBP & WAT for information & necessary action.
5. Sr.DSO/ KUR, SBP & WAT for information & necessary action.
6. Principal MDTC/VSKP & MDZTI/BBS for information & necessary action.

CHECK LIST
(Before starting the work)

Name of Executing Agency:-----

Name of work:-----

Location of Work:-----

Duration of work: From _____ to _____

Sl No		Yes	No
1	Contractor's supervisor identified/Selected. Who is going to be site in-charge?		
2	Training imparted to contractor's supervisor & Certificate issued.		
3	Work site inspected by Construction's Supervisor/other departments supervisors along with contractor's supervisor.		
4	Precautions to be taken, identified and listed.		
5	Plan of work drawn out by contractor's supervisor in consultation with Railway's supervisor.		
6	Plan of work, brought to the knowledge of open line AEN/IOW & PWI		
7	Before start of work, proper line marking/barricading done at site of work		
8	Men deputed for protection of track along with safety equipments.		
9	Caution issued for train drivers in case work is being done within 6mts from centre of running track.		
10	Drivers of vehicles/machinery being used have been identified.		
11	Drivers of vehicles/machinery briefed about the safe working.		
12	Sufficient lighting provided at site of work for night working.		
13	Infringements checked.		
14	Sectional (open line) AEN, PWI, IOW have satisfied themselves regarding safety arrangements.		
15	Availability of Walkie-Talkie sets for communications		

Signature of Authorized officer/Supervisor of Executing Agency