

दक्षिण पश्चिम रेलवे
SOUTH WESTERN RAILWAY



प्रधान कार्यालय/Headquarters Office,
संरक्षा विभाग/Safety Department,
हुबली/Hubli.

सं. No. T.389/Safety Circular/04/07.

दिनांक/Dated:19-04-2007.

ALL CONCERNED

SAFETY CIRCULAR No.4

Sub: Locally operated points and precautions for movement with proper maintenance.

During inspection by Headquarters officers and also analysis of yard derailments reveals that lot of Yard Derailments have taken place due to unsafe practices adopted by the operating staff and also improper maintenance of the locally operated points by the Engg staff. Guidelines regarding precautions to be taken during maintenance and Shunt/Train movements over such points by Engg/Optg staff is laid down below to avoid yard derailments on this account.

1. Locally operated points must be provided with Cotter bolts, Pins and Padlocks without any misfit for locking these points during shunt/Train movements over them by Yard Staff.
2. Locally operated points must be well maintained by JE/P.Way with good sleepers, Chair Plates and other fittings with all fastenings intact for proper housing of the switches without any gap. Z-Clamps must be provided to avoid movement of tongue rail by P-way staff. [Para 237(6) of IRPWM]
3. Oiling and greasing of these points must be done periodically and should include self reversing lever slide chairs etc. [IRPWM Para No: 237(6)]
4. P/Way staff must provide proper packing as and when required to ensure that there is no unevenness and rain water is drained out without allowing any stagnation.

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5. Operating staff must ensure that locally operated points are free from any foreign body like stones or unloaded material before operating points and seek the assistance of P/Way or Commercial Staff as the case may be, if required.
6. Operating Staff should look out for any damage or defect to point assembly like chipped tongue rail or broken accessories and if found any, should not permit any movement over that point till it is attended and rectified by P/Way official.
7. Operating Staff should also ensure that all fittings of locally operated point such as cotter, pin, bolt etc. are intact and deficiencies/ missing fittings noticed should be brought to the notice of SSE/SE(P-Way) for rectification.
8. Manning of locally operated points by Yard Staff is mandatory while movements are carried out and this must be ensured by the person in charge of Shunting/Train movement.
9. Shunting Staff must exhibit proper hand signal and avoid any sudden jerk by Shunter/Driver while performing shunting.
10. In addition to the inspection by JE./P.Way , all the locally operated points must be checked by SM/SS preferably once in a month.

SS/TIs during their surprise Inspections must give importance to movement over locally operated points by Yard Staff and take up seriously, cases of default to eliminate Yard derailments on this account.

Sivaprasad 12/4
[A.V. SIVAPRASAD]
CHIEF SAFETY OFFICER

C/- Secretary to GM – for information of GM please.

“SAFETY HAS NO HOLIDAY”