

SOUTH EASTERN RAILWAY

Office of the Chief Engineer,
Garden Reach, Calcutta-43.

CE's circular No:- 181

**Sub :- Unloading and stacking of P. Way materials on cess -
avoiding of infringement.**

In the recent past there have been cases of derailments due to careless unloading of P. Way materials infringing moving dimensions. It is necessary to take adequate care for unloading & stacking of P. Way material in the section as well as in the yards to avoid any accident. Instruction regarding unloading and stacking of P. Way materials on Cess have been laid down in para 310 of IRPWM. Procedure for unloading of PSC Sleeper has been detailed in para 1407(2) of IRPWM. Following instructions are issued to take care when unloading P. Way materials adjacent to track.

1. Unloading of heavy P. Way Material shall be done under the supervision of a responsible P. Way supervisor not below the rank of a P.W. Supervisor.
2. Manual unloading of PSC Sleepers shall be done Sleeper by Sleeper. Released wooden Sleeper or Rail ramps should be used for sliding the sleepers. Damage to Concrete Sleeper shall be avoided by placing a Motor Tyre or Gunny bag at the bottom of the ramp.
3. After unloading of the Sleepers, this should be shifted away from track and placed on the Cess in such a way, that they are resting over the ground clear of any infringement and arranged in such a way to eliminate the possibility of their sliding down and coming closer to the track after or during passage of subsequent trains.
4. Unloading of Rails should be done with utmost care. Instruction issued for handling 90 UTS. Rails in CE's circular No. 105 of 1990 should be strictly followed. Where ever possible, end off loading should be followed for panel Rails. Unloading of Rail one over the other with impact should be avoided. Incase of side unloading ramps of unserviceable Rails should be used for unloading and guiding at the bottom of the ramp with the help of rope so as to avoid heavy impact.
5. After unloading the rails care should be taken to ensure that there is no infringement and the rails are placed on firm base to eliminate the possibility of their sliding down and causing infringement during passage of subsequent trains. Same care should be taken for rails released from the works of rail renewal to ensure that no infringement is caused by them at any stage and there is no chance of their moving due to vibrations and infringing the moving dimensions. For panel of larger length (say beyond 250 m), special care shall be taken to ensure that the panels do not buckle/distort and infringe the moving dimensions as a result of bad handling and stacking.

6. When the materials are unloaded from the trucks close to the track, it will be ensured that the same is also done under the supervision of a P.Way supervisor as mentioned under para 1 above. It will be ensured by the supervisor that the trucks do not infringe the moving dimensions and no part of the truck is allowed to come within three metres from the center line of the nearest track while either moving or reversing. It would be better if a temporary fencing is provided using nylon rope and ballies for this purpose in the area of unloading and where the road comes very close to the track.

The above instruction should be circulated to all Officers, P. Way inspectors and supervisors.

(S. R. CHAUDHURI)
CHIEF TRACK ENGINEER

No. TC/TR. MAINT/POLY/pt.III/

Dated.

Copy to :-

1. All Sr. Divisional Engineer (Co-ord) for information and necessary action please.
2. CBE, CTE (TM), CTE (TP), CPDE, CE (S), CGE/GRC CE/E.C Railway/BBS. Principal ZTS/SNY for information and necessary action please.
3. Secretary to CE/ GRC.
4. OS/Gr. II to keep one copy in CE's circular file.