

Annexure – “D”**SPECIAL CONDITIONS OF CONTRACT FOR MOVEMENT OF VEHICLES NEAR RAILWAY TRACK (SAFETY PRECAUTIONS) FOR ALL TYPES OF WORKS**

1. No lorry or road vehicles shall be operated, so as to affect the safety of trains. They should be allowed to work well outside the moving dimensions. At each of the locations where road vehicles, machinery are working, an authorized responsible Railway person will be posted as in-charge to ensure that road vehicles and machinery do not infringe the scheduled moving dimensions, any time and protect the track in case of emergency. To facilitate the driver to whistle, a whistle board will have to be provided at the appropriate place.
2. All vulnerable locations where construction activity is in progress adjacent to existing Railway lines, should be cordoned off with proper barricades. The most vulnerable locations shall be barricaded with rail barricades projecting at least 1m above ground. At all other locations barricades of not less than 1.5m height, consisting of bamboo/casuarinas poles and supported horizontally by similar bamboo/casuarinas poles should be provided.
3. All the barricades are to be painted or stuck on with luminous paint strips at suitable intervals on the barricades.
4. The entry to new banks which run alongside the existing track should be protected by barriers which can be closed and opened whenever necessary.
5. At locations which are not vulnerable, provision of barricade can also be with
 - i) 0.6 m and 0.3 m deep trenches or
 - ii) Stones of minimum size 30 cm x 15 cm, at 1m intervals and projecting 0.3m above ground level and painted white.

Trenches should be allowed only in those locations where they do not lead to subsidence to Railway track ,as may be assessed by the JE/SSE (P.Way).

6. Barriers shall also be provided in the case of double lines, particularly at the existing level crossings where there is every possibility of road vehicles entering finished formation. These barriers are to be opened only for the movement of Railway contractors authorized vehicles or other Railway vehicles.
7. Road vehicles employed by the contractor should have the certificate for the road worthiness and each vehicle numbered and the licence particulars maintained. Contractors should ensure that the drivers permitted by them to work such road vehicles are identified, counseled, certified and shall be provided with photo identity cards.
8. Wherever the work requires the movement of the road vehicles with in a distance of 3.5m to 6.0 m from the centre line of the nearest track, such work shall be done only in the presence of Railway employees authorized by the engineer in-charge. No part of road vehicles will be allowed at less than 3.5 m from track centre.
9. No movement of road vehicle within 6m of Railway track shall be permitted unless the driver of the vehicle is assisted by a helper with a whistle who shall guide him to ensure safety.

10. The driver of the vehicles shall always face the track when reversing the vehicles and wherever cannot face the track for whatever reason, he shall invariably be assisted by a helper with a whistle that should guide him so as to ensure safety.

11. All work sites shall be supervised by the contractor's representative as also a representative of the Railway organization, whenever work of plying road vehicle within 6.0 m zone is actually in progress, look-out men should invariably be available. Lookout men will have to be provided by the contractor from out of the list of persons who are authorized to carry out these duties. Authorization will be issued to the individual by the representative of the Engineer in-charge. In case of non availability of look out men the Railway supervisor shall stop further activities for plying of road vehicles. Even if no work is executed, the night look out men shall patrol the beat as identified by the representative of the construction organization to ensure the safety of running trains especially from any infringement.

12. Persons should also be provided with basic communication facility (a walkie-talkie with communication facility or by other means to the nearest station master or adjacent site) so as to communicate to the nearest station in case of emergency/un-usual occurrence. He shall use the nearest LC gate telephone or other means of communication to relate the incident most speedily.

13. Working alongside the track during the night hours is normally prohibited. Such work can be done in the night only with the written permission of the Engineer in-charge of the construction activity. Where night work is permitted, lighting of the work as required, should be done.

14. The contractor shall be fully responsible against loss or damage arising from working of lorries and other machinery, adjacent to the running track and making the contractor solely responsible for any loss or damage which the Railway or the contractor or any third party may suffer.

15. The contractor shall be fully responsible for ensuring safety at all times and shall bear the cost of all damages in case of accidents/unusual occurrences, resulting in damages to Railway property and its passengers.

16. Supervisors and operators of the executive agencies, working at or near Railway track should undergo specified training from Railway personnel, on matters relating to safe working along and on the track, salient features of observing moving dimensions and clearances, which may be imparted to them, which have bearing on the safety of the running trains.