

SOP FOR RAILWAY WORKING

- The interlocking arrangement of points should be ensured before movement. There should be no point-gaps with regular maintenance of tracks, points and crossings. Speed of rake should not exceed 5 kmph on curve, line points and level crossing
- Continuous honking of horn on road crossing.
- Signalman to wave flag/signal light as per situation on crossing.
- Braking should be done cautiously considering wagon cascading effect.
- Pedestrians and vehicles shall stay away from the wagons. Notice boards to be displayed for awareness.
- Cargo or other materials should not be stored / stacked very close to wagon. Earmark the area alongside the railway track.
- Ensure that wagons are properly coupled and interlocked before movement.
- Placement of wagons in designated areas should be earmarked. Ensure that there is no obstruction to vehicular traffic.
- Apply brakes effectively to wagons to prevent its unintended movement. Wheels of parked wagons shall be scotched.
- At sheds sufficient clearance allowed between cargo piles and structures.
- Platform edges should be marked with reflective paint.
- Drivers of truck should manoeuvre their vehicle under guidance of cleaner or signalman. Special attention shall be taken during reverse movement.
- Care should be taken while opening doors of loaded wagon as bags may be leaning on doors.
- Plank of sufficient width should be used between truck and wagon. Ensure that the plank is properly secured so that it will not get slipped.
- Spilled cargo should be immediately collected and filled back in other gunny/ plastic bags.
- Hooks shouldn't be used on bagged cargo.
- Torn bags should be refilled in other bags.
- Lock the doors of wagon (for empty wagons also) properly after completion of work.
- Ensure that no worker is resting / slipping inside the wagon or around wagon before movement.
- The points should be set and locked.
- Check for any obstruction in checkrail and should be removed immediately for safe movement of wagons.
- Wagons be properly coupled and locked before movement
- Ensure clear path for the movement of rake and brake should be applied with extreme caution.
- Signalman should be at the last wagon, continuously visible to the Loco driver and only on his signal, movement be carried out. During night time signal lights be used.
- During this operation continuous honking of horn be carried out.
- Arrange lights to maintain illumination level at 25 Lux at loading/unloading operation of wagon especially in Indira Dock. Transit area require illumination at 10 Lux.
- Workers to wear reflective vests during the whole operation.

- ODC cargo be loaded according to sanctioned dimensions, including the lashing/packing material used.
- Cargo should be loaded with C.G. of wagon matching C.G. of cargo, on suitable anti-skid packing material.
- Lashing and packing for steel cargo should confirm with RDSO design and lashed firmly with standard material.
- While cutting of steel straps, suitable long handle cutters should be used to protect against whiplash.
- Cargo should be loaded gently and as per the wagons carrying capacity, they should not be overloaded.
- No worker should be working in wagons when the cargo is being handled by grabs.
- Only sanctioned dimensions of cargo should be accepted on port railway.
- No further attachment should be made to the machinery such that it infringes the sanctioned dimensions.
