

NORTHERN RAILWAY

Headquarters Office
Baroda House
New Delhi

No.219-W/1/maintenance/TP/Pt.II/Monsoon

Date: 26.8.2013

Sr. DEN/C
Northern Railway
DLI,UMB, FZR, MB & LKO.

Sub: Vulnerable Points/Locations

1. It is noticed that the stationary watchman deputed at various vulnerable location are not found alert many of times and required signboards are not available with them. In this regard instructions stated G&SR para 15.05/1C is reiterated as below:

*"All the vulnerable points will be required to be watched by static patrols, all such points being carefully selected by the DEN. All vulnerable points (including vulnerable bridges) will be provided with sign boards fixed at a distance of 800 metres on either side of the vulnerable points. These sign boards will consist of 600 mm square board painted yellow and **bearing 300 mm. high letter 'P' in black**. Its height will be 2150 mm from rail level to the underside, and the post on which it is fixed should be painted with 300 mm high bands painted in white and black. It should be so located that it falls within the beam of engine head light so that it can be easily spotted by the loco Pilot at night. When the loco pilot of the train comes across such a sign board, whether by day or by night he will remain specially vigilant and be prepared at any moment to reduce the speed of his train or stop, should be received the signal from the static watchman or patrolman at site or should he himself observe any danger to the track. The rear of the sign board beyond the vulnerable point will indicate to the loco pilot that the vulnerable point has been completely passed by his train and the letter 'E' 300 mm high (black on yellow) will appear. The locomotive Loco Pilot's will be made aware of these instructions by the Loco/Traction Foreman of the Shed, which the DME/DEE(RSO) of the division will ensure. These instructions will apply only during the period these sign-boards exist. The DEN's have orders to fix these boards immediately before the monsoon and remove immediately after the monsoon. "*

2. All the stationary watchmen should be instructed to whistle at the time of passing of any train to show their alertness. They should have all the equipments as per para 1007 & 1014 (3) (C) of IRPWM.

3. Apart from the scheduled inspections as per IRPWM para 107,126 &1011, frequent night inspections should be done, at all the levels to ensure the availability and alertness of stationary watchmen and patrolmen during the monsoon period.
4. It is to be certified by 05.09.13 that boards & equipments to watchmen as per para 1 & para 2 above respectively, have been provided at all vulnerable points.



(Vishwesh Chaubey)
Chief Track Engineer

C/- PCE/NR

C/- CBE, CE/P&d, CE/MTRS,CE/TMC,CE/RC,CE/G,CE/TSP, CE/TMS,CE/HQ .