

# Traffic safety regulations



**A Safety on the Track handbook  
for track area authorization, category 19**



Utgåva 1 2015

## **Safety basics**

These instructions must be followed in all activities where of the safety on SL tracks is dependent.

No safety measure is to be ignored, even if this causes delay in traffic. In the event of acute danger everyone should do what is considered necessary to prevent or lessen the danger even if these actions should differ from the regulations.

When in doubt which measure to use in a certain case, the measure that gives the highest safety should be used.

## **Admission authorization**

Approved medical examination performed by a doctor whom is authorized by Transportstyrelsen and by SL Säkerhet.

Approved examination in traffic safety regulations, category 19.

To maintain your authorization you are required to enter the tracks at least once a year.

Examination every 36th months.

## **Alcohol and drug policy**

Zero tolerance is applied in all SL facilities.

Medicines that affect your concentration and awerness needs to be approved by a doctor.



## Track area authorization, category 19



You are allowed to enter the track area of SL if you have a swedish spoken person with you.

You are allowed to perform inspections that doesn't require any security measures or tools.

You are allowed to work on tracks which are secured, for example, by an enclosed track.

### **Embarking the track area**

You are allowed to enter the track area if you have a swedish spoken person with you.

Only he who must do so to manage his work may embark the track area. Anyone that embarks the track area must be aware that trains may come from both directions and without prior notice. Everyone that embarks the track area must wear reflective safety clothing.

Before embarking and after departure the track area, the traffic controller must be notified. Everyone who embarks the track area is at all times required to make sure where the safety area or safety niche is located.

The track must be left and free for train passage no less than 10 seconds before the arrival of the train. The signal "Clear" shall then be given to the driver.

## Safety area

Normally the safety area is located between the third rail and the wall. Use this space as much as possible when entering the underground.

At stations located below ground level there is no safety area between the track and the wall, in spite of this there are no warning signs. The safety area is at such stations situated under the edge of the platform.



Storing tools or material under the edge of the platform is prohibited.

## No clearance

Sections of the track, without safety areas, are marked by signs. If the signs are repeatedly marked, there are no safety areas between them.



These signs also mark pillars and posts that are placed so that there is no safety area.

## Safety niche

If there are more than 15 meters between safety areas there are safety niches, marked as shown below.



Storing tools or material in safety niches are prohibited.



## Safety railing

Between the tracks after the end of the platform there is usually a safety area. At the point where this area ends there is a safety railing to mark this. You also find safety railings outside doors that face the track.



## Warning sign: unprotected third rail

The third rail contains 700 V DC. Normally a board protects the third rail. It is not allowed to stand or sit on the protective board.



At some places there is a pick-up rail which is not protected. This is marked as shown above. At such points it is not allowed to step over the third rail.

## Emergency telephone

The emergency telephones are placed in the tunnels, up to 300 m apart. A blue light is close by the emergency telephone. The emergency telephone gives direct contact with the traffic control centre. To reach the traffic controller, just lift the receiver and wait a short while.



## Sections with special circumstances

These sections may only be entered when accompanied by a swedish spoken lookout.



From Medborgarplatsen to the Skanstull-bridge the safety area is situated between the tracks.



Slussen – Gamla Stan. This section is heavily operated and the only safety areas are by the railing.



This section is called Ålkistan – Frescati on Roslagsbanan and here there are poor visibility and no clearance.

## Acoustic signals

Train approaching/Evacuate the track

(A long signal) is given to warn people on or dangerously near the track.  
The track must immediately be evacuated.



Look out/Acknowledged

(A short signal) is given to make people pay attention. It may also be given as a sign that the signal from the signaller has been acknowledged.



## Hand signals

Stop immediately



This signal may only be used in case of emergency.



Clear



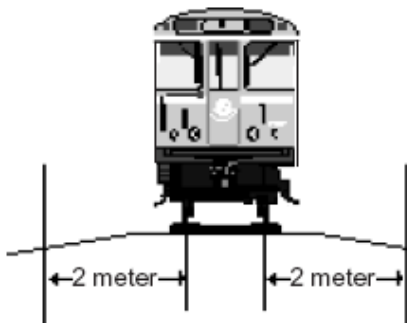
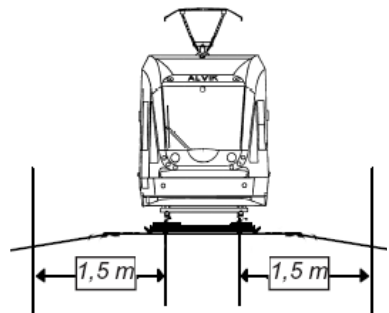
Is used to tell an approaching train that the track is clear.

## Safety zone

The safety zone is an area which requires some sort of safety measures. Work in the safety zone can not begin without a safety- and security plan (SoS-plan) and a supervisor (tsm).

Safety zone on tramway:

Tvärbanan, Lidingöbanan, Nockebybanan and Spårväg City is 1,5 m from the nearest rail.



Safety zone in metro line, Saltsjöbanan and Roslagsbanan is 2 metres from nearest rail.

Safety zone can be reduced by 0,5 meter on every track if a physical barrier is put up.

The width of the safety zone on platform/roof of platform is one metre.

## Gas in facilities under ground

When gas is taken into the tunnels this shall be reported to the traffic controller.

Gas containers shall, when not in use, be safely stored and locked.

Gas may only in exceptional cases be stored in the underground.



## Catenary and the third rail



The third rail contains 700 V DC and the catenary 1500 V DC. If a catenary has fallen down or got broken in some way do not touch it.

Contact TLC if anything has occurred to the catenary or the third rail.



## Report errors

Everyone that works in the metro line system, the tramway and the railway is required to report anything that differs from or disrupts the traffic to the traffic control centre.

## **Important phone numbers**

### **Traffic control centres**

TLC 1 (grön linje)	08-686 41 00
TLC 2 (röd linje)	08-686 42 00
TLC 3 (blå linje)	08-686 43 00
Lidingöbanan	08-686 25 00
Nockebybanan	08-686 23 00
Tvärbanan	08-686 23 00
Roslagsbanan	08-686 27 40
Saltsjöbanan	08-686 26 00
Spårväg City	08-660 24 00
Driftledningscentralen (DLC)	08-686 34 00
Eldriftledningscentralen (EDC)	08-686 34 00
Trygghetscentralen	08-686 17 00

## **Address to säkerhetsutbildning**

### **Homepage:**

[www.strukton.se](http://www.strukton.se)

[www.infranord.se](http://www.infranord.se)