

EAST CENTRAL RAILWAY

Office of the
Principal Chief Operations Manager
Hajipur.

No.ECR/Optg.Safety /JPO/46/505

Date:12.06.2023

Sr.DOMs

East Central Railway
DHN, DNR, DDU, SEE & SPJ.

Sub:- (1) JPO regarding Placement and Removal of Container Rakes into & out of Goods Shed/Sidings/Private Freight Terminals in ECR.

Ref: (i) ERSE/Frt./ECR's letter No. ECR/MEC/WAG/450/JPO, Dated-05.06.2023

(ii) PCSO's ECR letter No. ECR/Safety/JPO/2023, Dated-25.05.2023

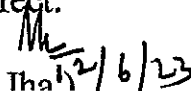
(iii) EDME(Safety)Railway Board's letter No. 23/Safety(DM),
Dated-24.05.2023

Sub:- (2) JPO regarding Disconnection/Reconnection Protocols for S&T Gears.

Ref:- AM(Signal) & AM(Traffic),s letter No. 2021/Sig/21/Safety performance
dtd: 10.06.2023

Please find enclosed herewith a copy of the above referred Joint Procedure Order (JPO) regarding (1) Placement and Removal of Container Rakes into & out of Goods Shed/Sidings/Private Freight Terminals in ECR duly signed by CRSE/Frt., CELE, CCM(FM), & COM(Gen.)ECR and (2) regarding Disconnection/Reconnection Protocols for S&T Gears duly signed by AM(Sig.) & AM(Traffic)/Railway Board.

Please ensure that a copy of this JPO is distributed to all concerned as well as at crew lobbies and Guard booking concerned copy of (1) for information and implementation with immediate effect.


(R P Jha)
Dy.COM/Gen.
ECR/HJP

Copy to:-

1. Principal/ZRTI/MFP for information & distribution among Instructors & discussion in classroom.
2. Principal/ ZRTI/Bhuli/Dhanbad for information & distribution among Instructors & discussion among trainees in classroom.

EAST CENTRAL RAILWAY



**Office of the
Principal Chief Mechanical Engineer
Hajipur – 844101**

File No: ECR/MEC/WAG/450/JPO

Dated 05th June 2023

**Divisional Railway Manager,
DRM/ DDU, DHN, DNR, SEE & SPJ.
East Central Railway.**

**Sub: Joint Procedural Order for Placement and Removal of Container Rakes into & out
of Goods Sheds/ Sidings/Private Freight Terminals in ECR.**

Ref:- (i) PCSO's ECR letter no. ECR/Safety/JPO/2023 dated 25.05.23

(ii) EDME(Safety)/Railway Board's letter no. 23/safety(DM) dated 24.05.23.

In reference to above a Joint Procedural Order have been issued on the precautions to be taken for handling of container & container rakes.

Please find herewith enclosed copy of the Joint Procedural Order for necessary action please.

Encl: Copy of the JPO.

shu
05/06/2023

CRSE/Frt./ECR

Copy to: PCOM, PCCM, PCEE, PCSO for kind information please.
CELE, CCM/FM. COM/G for kind information please.

East Central Railway

No: ECR/MEC/WAG/450/JPO

Dated: 30.05.2023

Joint Procedural Order for Placement and Removal of Container Rakes into & out of Goods Sheds/Sidings/Private Freight Terminals.

The following joint Procedural Order shall be followed while placing and clearing of container rakes into and out of sidings.

I. Securing of the rake before placement:

1. After shunting into siding, the Shunting staff shall ensure that the container rake is standing within fouling mark/signals of the concerned line on both ends.
2. The rake shall be secured as per the rules for securing of vehicles laid down vide SR 5.23 of G&SR of ECR.
3. The In-charge of the Shunting Staff shall ensure that the above instructions have been complied and sign in the 'Stabled Load Register' at the station, duly filling all the required columns given in the Register, along with date and time.
4. In the absence of separate shunting staff, Guard of the train shall supervise the shunting and stabling of the rake and sign in the Stabled Load Register.
5. If the siding is away from the Station, a separate Stabled Load Register shall be maintained in Siding, under control of Goods Supervisor/Goods Clerk. If there is no Goods Supervisor/Goods Clerk is posted, the Register shall be maintained by the siding in-charge designated by the siding authorities, under advise to the Station Manager.
6. The Station Manager/Goods Supervisor/Goods Clerk/the designated Siding in-charge shall countersign against the Shunting-in-charge/Guard in the respective column in the 'Stabled Load Register', along with date and time.

II. Precautions while Lifting-on and Lifting-off Containers:

1. Private operator supervisor at Goods Sheds/Sidings/Private Freight Terminals should monitor the Lifting-on (placing a container on the BLC wagon) and Lifting-off (lifting a container off the BLC wagon) Containers and all possible care should be taken to prevent damage to wagons by rough and careless handling. They will be held responsible for any damages.
2. Containers must be evenly loaded so that the load is equally distributed on all springs. No overloading beyond carrying capacity is to be allowed.
3. Before 'Lifting-on' containers, siding authorities should check the condition of Automatic Twist Locks. In case of any defect/deficiency, same should be brought to the notice of the Railway staff for corrective action.
4. Containers should be lowered equally, parallel to locks and positioned without any jerk or sudden drop by the Reach Stacker, duly ensuring that twist locks are properly locked.
5. The Reach Stacker deployed should be in good working condition.


CRSE/Frt.


CELE


CCM/FM


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6. Crane Operator should work very carefully and should blow horn to alert if extra load is exerted while unloading of containers. Road mobile cranes preferably should have the provision of load cell should be used for unloading.
7. One supervisor should be exclusively deputed by the siding authorities for ensuring proper locking/unlocking of ATLs. He will also guide the crane driver suitably. The supervisor shall also ensure that wagon is not lifted along with the container. In case any wagon is lifted, the supervisor shall alert the crane operator in this regard and ensure that the wagon's all wheels are again placed properly on the rails and will inform the same to the Siding Authorities and Railway Authorities for further action.
8. While Containers are being lifted, it should be ensured that lifting is done gently, evenly and vertically and see that twist locks are unlocked and under frame is not lifted while lifting the container.
9. Crane operator and site supervisor should check and ensure that wagon is properly seated on bogie and wagon/bogie/wheel is not derailed while unloading/loading the containers.
10. Before releasing the unloaded/loaded rakes, the Yard Supervisor of CONCOR shall ensure that all the wagons are properly seated on bogies and wagon/bogie/wheels are not derailed while unloading/loading the containers and all the containers loaded are positioned on the wagons properly and locked.
11. Committee of Divisional Officers of Mechanical, Operating & Commercial departments should jointly inspect container sidings at regular intervals for ensuring availability and working condition of suitable machinery, facilities and proper Lift-on and Lift-off practices by the Siding Authorities.

III. Precautions to be taken before releasing the rake:

1. On duty Commercial Staff/Station Manager on duty at Lift-on-Lift-off operated terminals of containers at Goods-Sheds/Sidings/Private Freight Terminals(PFTs) should issue Release Memo mentioning the loading and unloading particulars as per the extant guidelines and after obtaining Certificate/Memo/Letter from the container Operator, duly indicating the following:
 - a. Checked the rake and found all the wheels of wagons are intact on the rails.
 - b. There are no abnormalities with regard to twist locks.
2. Commercial staff should ensure that copies of Release Memo and Certificate/Memo/Letter of the Container Operator are handed-over to the on duty Station Manager.

IV. Removal of rake from the siding:

1. All rake examined on CC pattern should be subjected to safe to run examination by TXR (at TXR point) or GDR check by Guard & Loco pilots (at other than TXR points) after every loading/un-loading. Such safe to run examination should be followed by endorsement on original BPC. In such safe to run examination brake power, hanging parts and other defects which can be noticed visually on wagon loaded with containers, should be checked and given proper attention.

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2. Container rakes detained for more than 24 hours at a TXR point should be subjected to safe to run examination and endorsement on BPC should be made by TXR that rake is safe to run for the remaining validity period of BPC. At non TXR point, GDR check should be conducted.
3. The rake shall be drawn forward slowly while backing/bringing onto station's at running not more than 15 kmph. The Guard/Shunting staff shall travel by the brake van and see that the train is moving safely. One of the Shunting staff shall stay at the end of the line where from the rake is being drawn and be watchful for any unusual and be ready to alert the Loco Pilot to stop the train. The Loco Pilot too shall be in an alertness to stop the train immediately upon Guard's/Shunting Staff's warning.

V. General:

1. Siding Authorities shall provide pathways and lighting on both sides of the line(s), where from rakes will be cleared, for movement of Shunting staff/Guard/Loco Pilot while checking the rakes.
2. The Station Superintendents of Serving stations, Section TIs and SSE/C&W shall inspect the sidings **jointly, at least once in a quarter** and counsel the siding staff, Shunting staff and Guards, who are involved in the activities detailed above. Acknowledgements shall be obtained from the staff who have been counseled.
3. The JPO does not supersede any Agreements/Circulars, Manuals, etc., in this regard.


05/06/2023
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Joint Procedure Order – Disconnection/Reconnection Protocols for S&T Gears

The following instructions should be scrupulously followed when S&T gears are disconnected/reconnected under provisions of IRSEM and GR for maintenance /repairs or attending signal failures or otherwise:


1. Locking arrangement of relay rooms-

- 1.1 Relay room should be provided with double locks and door opening shall be monitored through data logger as per Para 21.2.2 of IRSEM. This includes provision of double locks at all relay rooms, relay huts, goomties & cabins provided as an extension of station relay room for housing signaling gears in station yard.
- 1.2 Double locking arrangement should be provided at all level crossing gate relay huts/ goomties within station limit housing S&T equipments of LC gates and point/track circuit signals.
- 1.3 Gate goomty/cabin housing S&T equipments in station yard should be treated as relay hut.
- 1.4 Till double locking arrangement is provided, key of single lock of relay huts/ goomties/cabins should be with Station Master (SM). The relevant entries regarding issue and deposit of the key should be maintained by SM in the same manner as being done for station relay room. The proforma for handing over / taking back of the key by the ASM on duty shall have a column specifying that the location for which key had been taken by maintenance staff has been properly closed and locked, by the maintenance staff who is returning the key.
- 1.5 Locks of genuine reputed make/ Digital locks should be provided as necessary.

2. Disconnection/reconnection of signaling equipments

- 2.1 Proper disconnection /reconnection protocols should be followed for signal maintenance, repairs / alteration works as per provisions contained in IRSEM and GR by authorized personnel with valid competency certificate.
- 2.2 When disconnection is permitted by SM for undertaking maintenance and repairs, it should be on proper disconnection/reconnection notice form as prescribed in Annexure: 3-A10 of Para 3.8.4(b) of IRSEM.


10/6
AM/TT


10/6/2013.
AM/Sig.

Cont...

2.3 After completion of work, once reconnection is accepted by SM, the first train to pass on Main Line should be dealt as under :

- (a) The reception signal shall not be taken off and the first train shall be brought to stop at the first stop signal.
- (b) The departure signal for run through trains should be taken off only after the train has occupied berthing portion by seeing the relevant indications on panel/VDU.
- (c) These should be applicable for all Up & Down direction trains.
- (d) Exception to these instructions will be in case of stations where reception or reception & departure signals are kept in off position to avoid stalling of loads due to rising gradients or site conditions. Necessary instructions may be incorporated in working rules to admit these trains in to the yard at restricted speed by keeping the departure signals at ON.

2.4 Alterations works in relay room should be done during traffic block/non interlocking only.


2.5 The status of disconnection/reconnection of gears should be reconciled in Divisional Control office by Signal Control & Traffic Control on daily basis jointly and may be confirmed from the data logger if necessary.

3. Immediately, joint counseling by Traffic Inspector and SSE/Signal should be undertaken to sensitize all connected staff with Panel/VDU working including issue of fresh panel competency certificate. The counseling/ re-certification should be completed within next 15 days.

4. A list of relay huts where LC gate and points/signals are in the same relay hut / goomty should be issued at divisional level by Sr. DSTE & Sr. DOM and brought to the notice of all for implementation on the division. Any new addition /deletion of location shall be updated by Sr.DSTE and notified for field supervisors by Sr.DSTE and Sr.DOM jointly.

(No. 2021/Sig/21/Safety performance dtd.10.06.2023)


(Chhatrasal Singh)
AM/Traffic


(Rahul Agarwal)
AM/Signal 10/6/2023