

## EAST CENTRAL RAILWAY

Office of the GM (Operations)  
Hajipur  
Dated 10.05.23

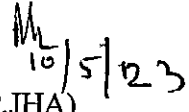
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Sr. DOMs  
EAST CENTRAL RAILWAY  
DDU, DHN, DNR, SPJ& SEE

Sub- JPO regarding Movement /working of Ballast/Material Trains

Please find enclosed herewith a copy of the Join Procedure order (JPO) regarding Movement /working of Ballast/Material Trains duly signed by CELE, CRSE/Frt, CTE & COM/G

These instructions are required to be communicated to all concerned so that the same can be implemented with immediate effect.

  
(R.P.JHA)  
Dy. COM/Gen

DA- (as above)

Copy to- PCOM, PCSO/ECR - for kind information please.

**JOINT PROCEDURE ORDER No. 02/2023**

N0.ECR-HQ0ENGG(TK)/16/2022-O/oDy.CE/TO/HQ/ECR

Dated 08.05.2023

**JOINT PROCEDURE ORDER ON MOVEMENT/WORKING OF  
BALLAST/ MATERIAL TRAINS**

There have been a few cases of derailment of BOBYN wagons during or after unloading of Ballast in which the primary reason was found as Uneven loading of Ballast created during unloading or Ballast getting jammed in the flange way causing lifting of wheel and leading to derailment.

In recent past also, on 08.04.2023, there was a case of derailment of 03 BOBYN wagons at MHP station of SPJ Division due to uneven unloading of ballast. To avoid such cases in future, this JPO is issued for guidance and suitable action by all concerned officials.

In addition to what have been mentioned in G&SR 4.62, With reference to Railway Board's letter no. 2023/Safety (Civil)/19/8 dt. 25.04.2023, and guidelines contained in CAMTECH letter No. CAMTECH/C/2019-20/PWBR/1.0 of March 2020 and instructions contained in PCE's Circular No. 19/2010/TRACK dated 18.05.2010, following instructions should also be ensured during movement/working of Ballast/ Material Trains.

**a) General Guidelines:**

- (i) At the time of examination of rakes of Material Trains, all wagon openings/doors must be thoroughly checked and it should be ensured that all the wagon doors/openings are in proper working order. This fact to be mentioned in BPC certificate. The unloading gears etc. should be kept in good fettle and properly greased/lubricated.
- (ii) Loading and unloading of Material Trains shall be done under the supervision of Engineering officials not below the rank of JE/SE(P.Way) who will be personally responsible for working of Ballast/Material train i.e. safely loading/unloading of Ballast/Material and safe running of train.

**(b) Before Loading:**

- (i) Wagons with defective doors shall not be loaded and intimation to this effect will be given to TXR of the examination depot and ASM/goods clerk of the loading station.
- (ii) It shall be the responsibility of DEN/Sr.DEN of the division, incharge of operating the ballast contract to impress upon the concerned Sr.DME/C&W to ensure that a system is in place to attend the defective unloading gears of wagons enroute at a freight examination. In case, any assistance is required in this regard, matter should be brought to the notice of HQ.

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(iii) In case, any partially unloaded wagon is noticed after placement of empty rake for loading of ballast, the wagon(s) should be examined for defective doors.

1. If the left over ballast is due to defective doors, the quantity will be measured and record kept separately for adjustment/accounting of ballast at a future date. The wagons with defective doors will not be loaded with fresh ballast.
2. If the wagon is not having defective door, the left over quantity should be measured and accounted for before further loading. Simultaneously, intimation will also be given to previous consignee regarding left over ballast even when wagon doors were not defective.

**(c) At consignee end:**

**I) Before Traffic Block is taken:**

- (i) As soon as the rake arrives it shall be checked by the concerned SSE/JE/P.Way for jammed doors/ defective door opening mechanism and also any uneven loading. After making all efforts to open the door fails, all such wagons with defective/ jammed doors shall be reported to C &W through ASM/ Control Msg with intimation to concerned sectional ADEN & Sr.DEN.
- (ii) All wagons which arrive with uneven loading shall not be taken into block section until and unless the loading has been made even.
- (iii) C&W staff of concerned division should promptly undertake attention of such wagons.
- (iv) If the wagon cannot be attended at site, the wagon should be marked as "NOT FIT FOR UNLOADING".
- (v) Such wagons should then accordingly be planned to be detached and sent to freight depot by ASM concerned for necessary attention.

**II) During Traffic Block & Post Traffic Block:**

- i. The Guard shall observe the instruction contained in G&SR for working of material/ballast train, when ballast train performs unloading works.
- ii. The Sectional P-Way Engineer, not below JE/P-Way responsible for Supervising safe unloading of ballast shall ensure that unloaded ballast does not infringe the Standard Dimensions & shall further ensure that all Engg & S&T gears & installations are free from any obstructions which may have been caused due to unloading of ballast.
- iii. The loco pilot of ballast train shall be vigilant and follow the instructions of P-Way Engineer available in loco driving cab, who shall be on constant look out for signals

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- from sectional P-Way Engineer/Guard while unloading of ballast and follow the signals given from near of the train or otherwise.
- iv. Unloading should be done during daylight hours from sunrise to sunset.
  - v. Ballast DMT must be accompanied by a blacksmith for handling jammed gears of door flaps if any.
  - vi. Break van must be attached to the ballast DMT. Guard must work from his break van, when the DMT is worked.
  - vii. DMT should not be moved at speeds higher than 10 kmph while unloading ballast. Also DMT shall move only in one direction and no pushing back should be done.
  - viii. Protection of the ballast train as per GR 15.09 and IRPWM Para 806 must be ensured.
  - ix. While ballast train is working it should be ensured that all the doors are opened slowly to avoid sudden discharge and the ballast is spread uniformly. On curves, inner side door should be adjusted so that the required quantity of unloading is ensured on both the sides.
  - x. If for any reason one side chute (door) is not opened opposite chute should also be closed so that uneven unloading is avoided.
  - xi. After unloading the ballast it must be physically ensured that no uneven unloading of ballast exists in case of uneven unloading in rake is noticed and the same cannot be attend to in the block, the DMT must be taken to nearest station with speed restriction as considered necessary ensuring that speed is not more than 10 kmph while negotiating curves and T/out.
  - xii. While giving the memo to ASM for clearing the block of unloading of ballast, it must be ensured by SE/JE(P-Way) supervising the work that there is no infringement to moving dimension.
  - xiii. Despite all precautions it is likely that some ballast may hit the foot board of the train resulting in rising of dust etc. It is therefore recommended that a speed restriction of 45 kmph be imposed for the first train, which passes over the provision where the ballast had been unloaded. Caution order shall indicate the location where the ballast had been unloaded and also that the temporary engineering indicator board are not displayed at sites.
  - xiv. Before moving to any station after availing of Block, concerned Engineering official JE or SE (P.Way) will physically ensure that there is no uneven loaded wagon in the load after unloading/loading of Ballast.
  - xv. In exceptions, if any uneven loaded wagon is found available in the load during block or during movement after availing of Block, the concerned Engineering Official JE or SE (P.Way) will take all necessary precautions as will be necessary for safety and will intimate, well in advance, to the Station Master on duty of the station, where block has to be cleared, so that the Station Master may preferably receive that train on Mainline with other precautions as necessary and as suggested by Engineering officials.

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**III) After the rake has been fully/ partially emptied.**

- i) After availing of any loading/unloading block of Material Train, the concerned Engineering official JE or SE (P.Way) after physical check of wagons will give a certificate in writing to Station Master on duty where block is cleared that there is no uneven loaded Wagon available in the load and it is safe to move this load further, either for next station or for next Block.
- ii) Station Master will note down the above certification of JE or SE (P.Way) and advise the Control and Other end Station as the case may be. He will keep record of the Certificate so received and allow further movement of Material Train or Other train only after ensuring that nothing unsafe has been pointed out.
- iii) After repair of defective doors, ballast from these wagons shall be unloaded at a convenient location, ballast accounted for & empty rake dispatched to loading quarry.
- iv) In no case, empty rake with partially or fully loaded wagons shall be allowed by consignee division to go to the loading quarry for fresh loading. If repairs of doors are likely to take time, partially unloaded wagons should be detached & balance empty rake should be dispatched to loading quarry.
- v) Details of such defective wagons shall also be endorsed on the challan by consignee PWI before sending the same to consigner PWI/AEN.

  
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