

EAST COAST RAILWAY

**Office of the
Pr. Chief Safety Officer
Bhubaneswar.**

No:- ECoR/SFY/Alert advice-41/2024/674

Date: 13.09.2024

**To
The Divisional Railway Manager
KUR, SBP & WAT**

ALERT MESSAGE-41

Sub:- Ballast train working and precaution thereto.

There have been few cases of derailment of hopper wagons on ECoR due to uneven load of ballast caused by one of the side doors of BOBYN not opened during unloading and also due to offloading of wheel due to jamming of ballast. On 06.09.2024 DN ENGG Spcl during unloading of ballast between BDPK-TLHD the gear of one side of 8th Wagon from engine No SECR-34794 BOBYN got jammed and the other side opened and ballast discharged resulting side bearer gap due to residual ballast in the wagon. Train was detained till balancing of the wagon load.



In order to prevent recurrence of such incidents a JPO No W4/374/JPO/Pt-II/7240 on movement and working of Ballast train has been issued by CRSE (Frt.), CELE, CFTM & CTE on 24.08.2023. Extract of the same is reiterated below for strict adherence:

1. The ballast train shall be worked under the system of working in force. All the instructions prescribed under SR 4.62.05 shall be followed for working of ballast trains.
2. Unloading should be done between Sunrise to Sunset.
3. Loading and unloading of Ballast Trains shall be done under the supervision of Engineering officials not below the rank of JE/SSE(P.Way) with valid competency certificate issued by ADEN. He is must be conversant with ballast train working and will be personally responsible for safe loading/unloading of Ballast and running of train.
4. SSE/JE(P.Way) in-charge of Ballast Depot must ensure that oiling and greasing of all door opening assembly of BOBYN rakes at Ballast Depot has been completed before loading in every trip and must keep a proper record in the Log book.
5. The SSE/JE(P.Way) should always be available during unloading of ballast DMT's and should remain at site after completion of unloading and clearance of the track from heaps of ballast.
6. Minimum 12 labours for mid section and 25 labours in Points and Crossing zone must be available for unloading ballast and removal of infringements.
7. Ballast DMT must be accompanied by a trained artisan/trackman for handling jammed gears of door flaps if any.
8. It should not be taken into section for unloading if any hopper is having uneven load unless otherwise the same is levelled.
9. Wagons with defective doors should not be permitted for loading and prominent marking "not to be loaded" be done. This wagon should be attended during next TXR examination and repaired.
10. **Action to be taken during unloading & after unloading of Ballast DMT:**
 - a. Speed should not be higher than 8 to 10 kmph while unloading ballast and shall move only in one direction and no pushing back allowed.
 - b. 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.
 - c. DMT should not be stopped while unloading is in process. If the ballast train has stopped during unloading, it should be ensured that the ballast is clear off the top table of rail and flange way/moving dimension before movement of the train. If required suitable Speed Restriction may be imposed.

- d. Bond wire should be kept clear off ballast. These should not be embedded in ballast. OHE Mast should be clear off ballast so that it can be checked whether bonding of mast with rail is intact or not.
 - e. Ensure clearance of ballast properly to avoid jamming of signal rods, gears and lock bars after unloading.
 - f. If for any reason one side chute is not opened opposite chute should also be closed so that uneven unloading is avoided.
 - g. SE/JE (P.Way) in charge of unloading will ensure before leaving the site that no stone/ballast is left inadvertently between the stock rail and tongue rail, GAP in SEJ, running rail and check rail and on crossings in points and crossing zone and ballast between the running rail and check rail of curves or LCs should be cleared invariably before cancellation of block.
 - h. After unloading the ballast, it must be physically ensured that no uneven load of ballast exists. In case of uneven unloading in rake is noticed and the same cannot be attended during 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.
11. After completion of unloading the engineering official supervising unloading and movement of ballast train shall give a certificate in writing to Station Master on duty that there is no uneven loading wagon available in the ballast train and there is no infringement to moving dimensions and the track is fit for movement of subsequent trains specifying speed restrictions if any. While giving the memo to SM for clearing the block of unloading of ballast, it must be ensured by SSE/JE(P.Way) supervising the work that there is no infringement to moving dimensions.
12. The loco pilot of ballast train shall be vigilant and follow the instructions of representative of Engineering department authorized by sectional JE/SE (P.Way) or in-charge SSE(P.Way) available in loco driving cab, who shall be on constant look out for signals from SSE/JE(P.Way) in-charge of unloading/Train Manager while unloading of ballast and follow the signals given from rear of the train or otherwise.
13. Protection of the ballast train as per GR 15.09 and IRPWM Para 806(I) must be ensured.
14. **Examination of rake before sending to depot for loading:-**
Responsibility of maintaining the rake lies with the mechanical department. Sr. DME/C&W should arrange to ensure the following before issuing BPC of the DMT:
- a. The rake shall be maintained at nominated depots as per RB letter No. 2004/M(Safety)/Deptl. Stock of 20.05.2004, IRCA Pt. III item 3.2.1, 3.6, para 307 of wagon maintenance manual and other related railway board instruction.

- b. Rake should be sent to Examination depot in empty condition.
- c. The examining depot shall ensure proper functioning of door operating gears of these hopper wagons (BOBYN) during C&W examination. All the door operating gears should be in lubricated and working condition to ensure smooth operation.
- d. The Engineering representative authorized by sectional JE/SSE(P.Way) or in-charge SSE(P.Way) shall take over the rake at TXR depot and examine that all unloading gears are in working order to avoid any problem at loading point and this engineering representative will then be responsible for fittings till the rake is in his charge.
- e. When the rake is sent for TXR examination after expiry of BPC, list of missing fittings will be prepared and handed over to the SSE/JE C&W w.r.t. previous joint note drawn at the time of taking over.

All section DTIs, CLIs, JE/SSE (C&W), JE/SSE (P.Way) & CHCs are advised to counsel the staff and monitor strict adherence of the instructions in letter & Spirit and ensure no short cut to be allowed under any circumstance. This should be discussed in monthly safety meeting and at training centers.

Pr. Chief Safety Officer
Bhubaneswar

Copy to-

1. Secy. to GM for kind information of GM.
2. Secy. to AGM for kind information of AGM.
3. PCE, PCME, PCOM, PCEE, PCCM, PCSTE, PCSC & CAO (Con) for information.
4. Sr.DSO/ KUR, SBP & WAT for information & necessary action.
5. Principal MDTC/VSKP & MDZTI/BBS for information & necessary action.

12/9/24