

## EAST COAST RAILWAY

Office of the  
Principal Chief Commercial Manager  
1<sup>st</sup> Floor, Rail Sadan  
C.S.Pur, Bhubaneswar-17

Commercial Circular No.42(G)/2025

Date: 24.01.2025

Sub: Ensuring Cleanliness and Safety in Goods sheds.

Ref :Railway Board's letter No.2025/TC(FM)/31/02 (3485833) dated 23.01.2025.

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A copy of Railway Board's letter No. 2025/TC(FM)/31/02 (3485833) dated 23.01.2025 regarding "Ensuring Cleanliness and Safety in Goods sheds" is enclosed herewith for information and necessary action.

All concerned to note and act accordingly.

**Authority:** Railway Board's letter No. 2025/TC(FM)/31/02 (3485833) dated 23.01.2025.

Encl: As above (02 pages).

*24.01.2025*  
(G.R.Nayak)  
Asst.Commercial Manager(FS)

No. CCM(FS)/Misc/Safety/Pt.IV

Dated 24.01.2025

All Station Managers/ Goods Supervisors/Commercial Supervisors /Siding Clerks / Booking Clerk in Charges / Weigh Bridge Clerks / Clerk in Charges / City Booking Agencies / Out Agencies.

Copy for information and necessary action to the:-

**COM:** ECoR/SER/SECR/NR/NFR/ER/SR/SCR/WR/NER/CR/SWR/NCR/NWR/WCR/ECR/KRIy.. **SDGM/E** CoR/BBS, **Chairman**/RCT/BBS, **Dy.CVO**/ECoR/BBS, **Dy.COM(FOIS)**/ECoR/BBS, **PO/RCT**/BBS, **CAO(FOIS)**/NDLS, **Audit officer**/BBS. Rates Section /CCM/ECoR/BBS -10 sets  
**DRM:** KUR,WAT,SBP/ECoR, **Sr.DOM**- KUR,WAT,SBP/ECoR, **CAO(FOIS)**, CRIS/NDLS **Sr.DCM** :KUR,WAT/SPB/ECoR. **Dy.CCM(Claims)**/E.Co.Rly, **PFA** :E.Co.Rly, **FA & CAO(T)**/ECoR/BBS **Traffic Manager**: VZP, Paradeep Port Trust / Paradeep.

*24.01.2025*  
(G.R.Nayak)  
Asst.Commercial Manager(FS)

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भारत सरकार GOVERNMENT OF INDIA  
रेल मंत्रालय MINISTRY OF RAILWAYS  
(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली - 110001  
Rail Bhawan, New Delhi - 110001

No. 2025/TC(FM)/31/02 (3485833),

Dated - 23.01.2025

Principal Chief Commercial Managers (PCCMs),  
All Zonal Railways,

**Sub: Ensuring Cleanliness and Safety in Goods Sheds**


Maintaining cleanliness in goods sheds is critical for ensuring safety and operational efficiency. During a recent safety review meeting, it was observed that the tracks in goods sheds often become unsafe due to the accumulation of muck, sand, and other debris. Regular cleaning and maintenance of these tracks are, therefore, essential.

As per the **Indian Railways P-Way Manual, Chapter 2 "Maintenance of Permanent Way" Para 250 (2) (C)** mandates that "**periodical cleaning of rubbish should be got done in goods shed siding lines**". Consequently, the responsibility for maintaining these lines lies with the P-Way engineers of the Engineering Department.

To address this issue effectively, proper coordination with the Engineering Department must be ensured to prevent the accumulation of rubbish along loading and unloading tracks in goods sheds, keeping in mind the safety requirements of the tracks. In this regard, the commercial supervisor/CGS shall get the track maintained by advising the concerned engineering department's railway staff.

Kindly ensure necessary instructions are issued to Sr DCMs for taking necessary action.

Zonal Railways are requested to ensure strict adherence to these guidelines.

  
(Ashutosh Mishra)  
Director/Freight Marketing  
Railway Board  
Email - [tcfm.branch@rb.railnet.gov.in](mailto:tcfm.branch@rb.railnet.gov.in)

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### THE MAINTENANCE OF PERMANENT WAY

(7) *Wheel burns* – Wheel slipping occurs usually on adverse gradients or while starting on rising grades when considerable heat is generated and top of the rail is torn off in patches, causing depressions known as wheel burns, from which cracks may develop. This also occurs when train brakes are applied suddenly and wheels lock and slide. Wheel burns cause the wheels to hammer the rails and lead to difficulties in keeping the sleepers packed firmly and fastenings tight. Such rail should be kept under observation and changed, in case repair by welding is not feasible. The incidents of wheel burns is predominant where the mode of traction is electric or diesel-electric.

(8) *Corrugation* – In certain locations, rail table develops ridges and hollows called corrugation and when vehicles pass over these rails, a roaring sound ensues. Such rails are called "roaring rails".

In such locations, excessive vibrations are caused, due to which fastenings and packing tend to get loose, track needing frequent attention at these places.

**250. Rail Maintenance to reduce Rail Deterioration** – (1) Efficient maintenance of rails results in increased service life of rails. The following precautions/maintenance practices if observed, will effectively reduce rail deterioration.

(2) *Prevention of corrosion (Anti-corrosive measures)* – (a) Anti-corrosive paintings –

(i) Anti-corrosive painting of rails should be carried out in locations which are prone to corrosion.

(ii) While carrying out renewals in these areas, anti-corrosive treatment should be given before the rails are laid in the track. The rust is removed and scales are loosened by wire brushing/scraping. Thereafter rails are painted with –

One coat of Red oxide zinc chromate primer to IS:2074.

Two coats of Bituminous emulsion to IRS-P-30-1996 to a dry film thickness of 350 microns (each coat to a minimum thickness of 175 microns).

(iii) In the case of rails that are already laid in track and subject to corrosion the rails should be given the treatment in the track itself. The rust and scales are first removed by wire brushes and thereafter painted with –

One coat of Red oxide zinc chromate primer to IS:2074.

Two coats of Bituminous emulsion to IRS-P-30-1996 to a dry film thickness of 350 microns (each coat to a minimum thickness of 175 microns).

(b) Rail flanges/web should be kept free of the ashes particularly near the ash pits in watering stations.

(c) Periodical cleaning of rubbish should be got done in goods shed siding lines.

(d) Water column should be avoided on the run through lines as far as possible. Where however water columns are necessary to be retained, proper drainage of water column should be ensured.

(3) *Reducing side wear on rails-(Gauge face of outer rails)* – (a) On sharp curves where the tendency to wear on the outer rail is noticeable, lubricators should be installed or hand lubrication of gauge face should be done, care being taken not to apply the lubricant on the top of the table.

(b) Increased life can be obtained by turning the rails when side wear reaches the permissible limit. At the time of turning, matching of rail ends on the gauge face should be ensured. Spot renewals should not be carried out with new rails particularly, if the heads of the existing rails are worn badly. These should be spot renewed with matching sections of serviceable rails.

(4) *Repairs to wheel burns* – This could be carried out at site by *in situ* welding.

### 251. Maintenance Of Rail Joints –

(1) Special care is needed for maintenance of fish-plated joints to get better rail life as well as improved running.

(2) The efficient maintenance of joint depends on :

- (a) Efficiency of fastenings.
- (b) The efficiency of packing and correct spacing of sleepers.
- (c) The provision and maintenance of correct expansion gaps.
- (d) The proper lubrication and fishing of the joints.
- (e) The correct maintenance of gauge and cross levels and proper packing.
- (f) Efficient drainage.

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