

दक्षिण पश्चिम रेलवे /South Western Railway



जोनल प्रधान कार्यालय/ Zonal Headquarters Office

इंजीनियरिंग विभाग/Engineering Department

गदग रोड, पश्चिमी ब्लॉक, तीसरी मंजिल/Gadag Road, West
Block, 3rd Floor

हुबबल्ली /Hubballi – 580 020

Date:16.11.2017

SWR/W.45/ Ballast Wagon.

Sr.DEN/Co-ord/ UBL, SBC & MYS

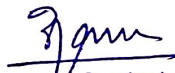
Sub: Working of Ballast trains

Ref: 1. CTE/SWR Letter no SWR/W.45/Ballast wagon dated 24.06.2014 & 27.03.2015
2. PCE/SWR Letter no SWR/W.45/Ballast wagon dated 08.07.2014

Instruction for working of ballast trains have been issued in past, vide above reference (i) & (ii). Despite these instructions, lapse is brought to notice, resulting in untoward incidents.

These instructions are re-iterated again and divisions are advised to pass these instructions to all the concerned dealing with Ballast train working.

Encl/-'As ref above'.


20/11/2017
(A.K.Malik)
Chief Track Engineer

Ref. no (1)

(2)
71

SOUTH WESTERN RAILWAY



Headquarters Office,
Works Branch,
Club Road, Keshwapur,
Hubli-580 023.

No.SWR/W.45/Ballast wagon 50049

Date: 24.06.2014

Sr.DEN/Co-ord/UBL, SBC & MYS

Sub : Working of Material Train.

Off late incidents of derailment of BOBYN wagons have increased.

Deraiment of Ballast hoppers occur primarily due to the following three reasons:

1. Obstruction on track due to excessive unloading of ballast and movement without clearing the ballast.
2. Jamming of flange way between the running rail and check rail at the location like Points & Crossing, Level crossing, sharp curves with check rails etc.
3. Partial unloading of Wagons leading to uneven loading and subsequent off loading of wheels.

Deraiment on account of above reasons can be avoided with the alertness of staff during and after unloading of ballast.

Instructions on the working of material trains are covered in Chapter XII of IRPWM and Para 4.62, 4.63, & 4.64 of GR. A check list has been prepared on the basis of instructions contained in Chapter XII of IRPWM and Para 4.62, 4.63, & 4.64 of G&SR for working of material trains which is enclosed.

The instruction on working of materials trains & precautions contained in the check list must be brought to the notices of all Officer's & Supervisor's in the division and compliance.

Encl: Check list for working of Ballast Trains.


24-6-2014
(Vijay Agrawal)
Chief Track Engineer
S.W.Railway/Hubli

e/c

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South Western Railway

Check List for working of Ballast Trains (BT)

For working of ballast trains, it should be ensured that:

1. The ballast train is accompanied by a qualified Engineering Official-in-charge, with valid Competency Certificate.
2. In case of ballast train working with contractor's man, contractor's Supervisor is available with authorized photo identify card. Contractor's Supervisor and labour should be trained to work the ballast train.
Assurance obtained from the Supervisor that he is well conversant with the rules & regulations pertaining to the working of BT.
3. The Official-in-charge has the details of exact location at which the ballast has to be unloaded, duly approved by SSE/P.Way or ADEN.
4. The Supervisor is aware of the location where ballast is to be unloaded.
5. The hopper doors are in proper working order.
6. The wagons are loaded up to the correct level as per the marking given on the hopper wagons
7. The rake has been examined by the TXR and is not due for check up.
8. The train is equipped with requisite brake power.
9. Minimum 12 to 15 labour are available in the BT.
10. Only one hopper is unloaded at a time when train moves at walking speed.
11. The Official-in-charge should walk on the side and instruct the labourers as to when to open or close the hopper doors (so as to avoid uneven unloading of the ballast)
12. The ballast is not unloaded on and near LCs, points & crossings and girder bridges.
13. BT should not be stopped while unloading and if it is stopped due to any reason, the same should not be moved without ensuring the clearance of ballast from track under the wheels.
14. The Official-in-charge will see that ballast is not left between check-rail & running rail in LC, sharp curves and points & crossings zone; and guard-rails & running-rails on ballast deck bridges.
15. The ballast is not left causing infringement/obstruction to the running rails.



Ref no ①

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South Western Railway,
Works Branch,
Head Quarters' Office,
GM's Office complex,
Club Road, Keshwapur,
Hubli - 580 023

No. SWR/W.45/Ballast Wagon - 55007

To

Dt.: 27.03.2015

Sr.DEN/Co/SBC, MYS & UBL divisions
Sr.DEN/DEN(s) of UBL, MYS & SBC divisions
ADEN(s) of UBL, MYS & SBC divisions
SSE/JE/P.Way of UBL, MYS & SBC divisions

Sub: Working of Ballast Train

Detailed instructions regarding working of material trains are available in para 1201 to 1225 of IRPWM and para 4.62 of G & SR. In addition instructions have also been issued regarding working of ballast train vide Letter no. SWR/W.45/Ballast Wagon/50049 dated 24.06.2014 and SWR/W.45/Ballast Wagon/50279 dated 08.07.2014. Despite availability of detailed instruction adequate care is not being taken in field and ballast hoppers are derailing. In this connection following may be strictly ensured.

A) Before loading of Hopper:

1. Ballast rake is having valid BPC.
2. All the hopper doors are in proper working order. To ensure this all the doors of all the hoppers should be physically checked for their proper operation before every round of loading. The condition of door should be recorded in a register kept at depot for this purpose in the following proforma.

Date of Checking	BOBYN No. in which all the doors are working properly	BOBYN No. in which Oiling and Greasing done and doors became operational	Deficiencies observed			Any other remark of the inspecting officials	Signature of the Inspecting officials
			BOBYN Nos in which doors are fully jammed and could not be opened	BOBYN Nos in which gap observed even in closed position of doors	BOBYN Nos in which door opening assembly is very tight and is not working smoothly and doors opened with a lot of extra effort		
1	2	3	4	5	6	7	8

The BOBYN(s) under columns 2 & 3 only should be loaded and under columns 4, 5 & 6 should not be loaded and if possible should be detached for attention.

B) Loading of Hoppers:

1. It should be ensured that loading is done only in the hoppers having proper working doors.
2. All the hoppers should be evenly loaded. There should not be difference in quantity loaded in all the compartments of any hopper.

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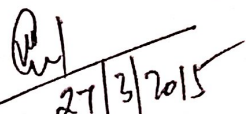
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C) Unloading of Hoppers:

1. The ballast train should be accompanied by a nominated SSE/JE/P.Way
2. The unloading should be done only during sun rise to sun set. If in case the Ballast train working is required during night, following precautions/arrangements to be ensured.
 - a) Personal permission of DRM is obtained in advance
 - b) Proper lighting arrangement should be done at the work spot.
 - c) Accommodation for the labour shall be ensured on the material train.
 - d) It should be ensured that no labour is travelling in the material wagons.
 - e) In-charge SSE of the section shall accompany the material train.
3. In case of ballast train working with contractor's men, contractor's Supervisor should be available with authorized photo identify card. Contractor's Supervisor and labour should be trained in unloading of ballast. In-charge SSE shall counsel the contractor's supervisor and labour regarding working of material train and same shall be recorded.
4. The nominated SSE/JE/P.Way should have the details of exact location at which the ballast has to be unloaded.
5. Sufficient men (minimum 12 to 15) shall be available for unloading of ballast.
6. Only one hopper should be unloaded at a time.
7. The SSE/JE/P.Way should properly instruct the labour as to when to open or close the hopper doors (so as to avoid uneven and excess unloading of the ballast).
8. Ballast Train should not be stopped while unloading and if it is stopped due to any reason, the same should not be moved without ensuring that there is no infringement for the movement.
9. Once unloading is started from a hopper, entire ballast should be unloaded and nothing should be left to cause uneven loading. In case, due to some reason it is not possible to unload hopper completely than **before movement from site** available ballast in that hopper should be evenly distributed in all the compartments of that hopper. For doing so he shall carry shovel, wire claw etc.
10. In case unloading is being done in double line section it should be ensured that no one working with ballast train moves to the adjacent line. In addition one lookout man with whistle should be available to warn about train on adjacent line.
11. Unloading of hopper should not be done on platform line having medium/high level platform.

D) After unloading & before clearing the Block:

It must be ensured that the unloaded ballast is not left in such a way that it will cause infringement/obstruction for the running of trains.


27/3/2015
(Vijay Agrawal)
Chief Track Engineer

Copy to : CAO/CN/BNC

⊕ Ref no ②

⑥7

SOUTH WESTERN RAILWAY



Headquarters Office
Works Branch
Club Road, Keshwapur
HUBLI - 580 023

No.SWR/W.45/Ballast wagon 50279

Dt :08.07.2014

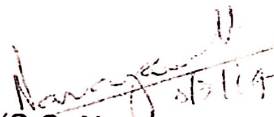
Sr.DEN/Co-ords. - UBL, SBC, MYS

Sub : Working of Ballast trains

Ref : CTE's letter No. SWR/W.45/Ballast wagon dt. 24.06.2014.

- 1) A detailed check-list to be complied with before taking out ballast wagon has been circulated vide letter cited under reference. Despite this, one incident has been reported in MYS Division where some quantity of ballast was left unloaded after completion of work which accumulated on one side of the wagon and resulted in subsequent derailment. Please counsel all JEs & SEs/P.Way on the check-list to be followed. **"PARTIAL UNLOADING"** should be avoided even if it entails bursting blocks marginally.
- 2) Direct all ADENs to check condition of the hopper wagons and only those in good condition should be allowed to be loaded. The Mechanical Department should be approached for repairing wagons with defective doors.
- 3) P.Way supervisors and staff as well as contractor labours involved in ballast unloading should be subjected to repeated/intensive counseling on safe aspects of ballast train working.

Please report compliance within next one week.


(S.S. Narayanan)

Principal Chief Engineer

Copy to:

CTE - for information.

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5/7/2014