

## **SOUTH CENTRAL RAILWAY**

Safety.387/Fly Leaf/11/2014

**Fly Leaf No. 11/2014**

### **ATTENTION...."ALL-CONCERNED"**

#### **COMPREHENSIVE JOINT PROCEDURE ORDER (JPO) FOR DOOR CLOSING OF BCNHL WAGONS**

**(Letter No. M274/C&W/BCNHL/248 dated 31.5.2010)**

- 1.** New generation all stainless steel body BCNHL wagons have been introduced on SCR with base Depots at BZA in BZA Division and GY in GTL Division. The width of this wagon is 3450mm as compared to 3100mm width of normal BCN wagons.
- 2.** To avoid infringement of SOD, the doors of the BCNHL wagons have been provided with double hinge arrangements.
- 3.** There are five locking and locking arrangement reinforcing fittings, availability of which is necessary for ensuring proper closing of doors of BCNHL wagons. The Commercial Staff at loading / unloading points have to ensure the closure of all the five locks before release of the wagon after loading.
- 4.** For ensuring proper locking of these five fittings, a special gadget has been fabricated by Vijayawada and Gooty base Depots of BZA and GTL Divisions as per drawing No. W/SK-345/H.
- 5.** Adequate number of these locking tools will be made available by the Sr.DME of the Divisions at each loading / unloading point and some of the nominated en-route SMs. With the help of the tools, the closing of the doors of both platform side and non-platform side can be ensured by untrained staff.
- 6.** A drive will be carried out for 2 months by deputing TXR staff attending to the doors to the extent possible to each of the loading / unloading points for educating Commercial, Operating and loading / unloading labour for use of these tools for ensuring proper closing of doors.
- 7.** At loading / unloading platforms, the approach speed of BCNHL rake should be restricted to a **maximum of 10 KMPH only.**
- 8.** Before release of BCNHL rake from loading / unloading siding / Goods Shed, the Commercial Supervisor / SM in absence of Commercial Staff will ensure that the doors of all the wagons are in 'closed' condition. **The LP and the Guard will also certify on the GLP**

**pro-forma that the doors are in 'closed' condition before working the train.**

- 9. En-route station train passing staff will keep a sharp lookout for any open doors on these rakes and will arrange to stop the train at the next station / TXR point or where the facility for door closing are available closing these doors.**

**Sd/-  
CRSE  
(on 31.5.2010)**

**Sd/-  
CCM/FS  
(on 31.5.2010)**

**Sd/-  
CFTM  
(on 31.5.2010)**

**CHIEF SAFETY OFFICER  
SAFETY ORGANISATION**