

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/04/2023

Fly Leaf No. 04 / 2023

Attention..... All Concerned

JOINT PROCEDURAL ORDER FOR PLACEMENT AND REMOVAL OF CONTAINER RAKES INTO & OUT OF GOODS SHEDS/SIDINGS/PRIVATE FREIGHT TERMINALS.

Vide Lr. No. T. 411 / JPO / 2022 / 1 dated 06.05.2022.

The following Joint Procedural Order shall be followed while placing and *clearing* of container rakes into and out of sidings.

I. Securing of the rake before placement :

1. After shunting into siding, the Shunting staff shall ensure that the container rake is standing within fouling mark/signals of the concerned line on both ends.
2. The rake shall be secured as per the rules for securing of vehicles laid down vide SR 5.23 of SCR G&SR.
3. The In-charge of the Shunting Staff shall ensure that the above instructions have been complied and sign in the 'Stabled Load Register' at the station, duly filling all the required columns given in the Register, along with date and time.
4. In the absence of separate shunting staff, Train Manager (Guard) of the train shall supervise the shunting and stabling *of* the rake and sign in the Stabled Load Register.
5. If the siding is away from the Station, a separate Stabled Load Register shall be maintained in Siding, under control of Goods Supervisor/Goods Clerk. If there is no Goods Supervisor/Goods Clerk is posted, the Register shall be maintained by the siding in-charge designated by the siding authorities, under advise to the Station Master.
6. The Station Master/Goods Supervisor/Goods Clerk/the designated Siding in- Charge shall countersign against the signature of the Shunting-in-charge/Train Manager (Guard) in the respective column in the 'Stabled Load Register', along with date and time.

II. Precautions while Lifting-on and Lifting-off Containers :

1. Private operator supervisor at Goods Sheds/Sidings/Private Freight Terminals should monitor the Lifting-on (placing a container on the BLC wagon) and Lifting- off (lifting a container off the BLC wagon) Containers and all possible care should be taken to prevent damage to wagons by rough and careless handling. They will be held responsible for any damages.
2. Containers must be evenly loaded so that the load is equally distributed on all springs. No overloading beyond carrying capacity is to be allowed.

3. Before 'Lifting-on' containers, siding authorities should check the condition of Automatic Twist Locks. In case of any defect/deficiency, same should be brought to the notice of the Railway staff for corrective action.
4. Containers should be lowered equally, parallel to locks and positioned without any jerk or sudden drop by the Reach stacker, duly ensuring that twist locks are properly locked.
5. The Reach Stacker deployed should be in good working condition.
6. Crane Operator should work very carefully and should blow horn to alert if extra load is exerted while unloading of containers. Road mobile cranes preferably should have the provision of load cell should be used for unloading.
7. One supervisor should be exclusively deputed by the siding authorities for ensuring proper locking/unlocking of ATLS. He will also guide the crane driver suitably. The supervisor shall also ensure that wagon is not lifted along with the container. In case any wagon is lifted, the supervisor shall alert the crane operator in this regard and ensure that the wagon's all wheels are again placed properly on the rails and will inform the same to the Siding authorities and Railway Authorities for further action.
8. While Containers are being lifted, it should be ensured that lifting is done gently, evenly and vertically and see that twist locks are unlocked and under frame is not lifting while lifting the container.
9. Crane operator and site supervisor should check and ensure that wagon is properly seated on bogie, wheels are not mounted on rails and wagon/bogie/ wheel is not derailed while unloading/loading the containers.
10. Before releasing the unloaded/loaded rakes, the Yard Supervisor of CONCOR shall ensure that all the wagons are properly seated on bogies, wheels are not mounted on . rails and . wagon/bogie/wheels are not derailed while unloading/loading the containers and all the containers loaded are positioned on the wagons properly and locked.
11. Committee of Divisional Officers of Mechanical, Operating & Commercial departments should jointly inspect container sidings at regular intervals for ensuring availability and working condition of suitable machinery, facilities and proper Lift-on and Lift-off practices by the siding authorities.

III. Precautions to be taken before releasing the rake :

1. On duty Commercial Staff/SMR on duty at Lift-on-Lift-off operated terminals of containers at Goods-sheds/sidings/Private Freight Terminals(PFTs) should issue Release Memo mentioning the loading and unloading particulars as per the extant guidelines and after obtaining Certificate/Memo/Letter from the container Operator, duly indicating the following :
 - (a) Checked the rake and found all the wheels of wagons are intact on the rails;
 - (b) There are no abnormalities with regard to twist locks.
2. Commercial staff should ensure that copies of Release Memo and Certificate/Memo/Letter of the Container Operator are handed-over to the on duty Station Master.

IV. Removal of rake from the siding :

1. All rakes examined on CC pattern should be subjected to safe to run examination by SSE/JE/C&W (at C&W examination point) or GLP check by Train Manager (Guard) & Loco pilots (at other than C&W examination points) after every loading/un-loading. Such safe to run examination should be followed by endorsement on original BPC. In such safe to run examination brake power, hanging parts and other defects which can be noticed visually on wagon loaded with containers, should be checked and given proper attention.
2. Container rakes detained for more than 24 hours at a C&W examination point should be subjected to safe to run examination and endorsement on BPC should be made by TXR that rake is safe to run for the remaining validity period of BPC. At non C&W examination point, GLP check should be conducted.
3. The rake shall be drawn forward slowly while backing / bringing onto station's running line. The Train Manager (Guard)/shunting staff shall travel by the brake van and see that the train is moving safely. One of the Shunting staff shall stay at the end of the line from where the rake is being drawn and be watchful for any unusual and be ready to alert the Loco Pilot who shall be alert / ready to stop the train immediately upon Train Manager (Guard)'s / Shunting Staff's warning.

V. General :

1. Siding Authorities shall provide pathways and lighting on both sides of the line(s), from where the rakes will be cleared, for movement of Shunting staff/Train Manager (Guard)/Loco Pilot while checking the rakes.
2. The Station Superintendents of Serving stations, Section TIs and SSE/C&W shall inspect the sidings regularly and counsel the siding staff, Shunting staff and Train Manager (Guard), who are involved in the activities detailed above. Acknowledgement shall be obtained from the staff who had been counselled.
3. This JPO does not supersede any Agreements/Circulars, Manuals, etc. in this regard.

Sd -/-
CME/Plg.

Sd -/-
CEE/Plg & Op

Sd -/-
CCM/FS

Sd -/-
CTM/G&PP

PRINCIPAL CHIEF SAFETY OFFICER

SAFETY ORGANISATION

SOUTH CENTRAL RAILWAY