

SOUTH CENTRAL RAILWAY

Safety.387/Fly Leaf/06/2023

Fly Leaf No. 06 / 2023

Attention.....

All Concerned



**JOINT PROCEDURE ORDER FOR PREVENTING OPEN DOORS OF WAGONS
HITTING RAILWAY STRUCTURES.**

JPO NO. 05/2023.

Railway Board vide letter no.2018/M(N)/951/34 pt dated 23.6.2020 issued instructions with approval of MT & MRS on GDR check and door working. These instructions are placed as Annexure. In Railway Board letter, the following activities and responsibilities of Guards, Loco Pilots, on duty Operating and Commercial staff at terminals and Mechanical staff have been given in detail. These shall be followed strictly.

1. Responsibility of closing and securing of the wagon doors on both sides after loading/unloading lies with parties. Railway Supervisor including CGSR/Commercial Clerk or other staff of the goods shed shall ensure door closure before accepting the release of the rake. This should be explicitly mentioned in the release memo.
2. Loading/unloading party shall inform to CGSR/SMR by a memo with wagon and defective door details, if any door is unfit for locking or cannot be secured. After receipt of the memo, CGSR/Dy.SS/SMR will take decision to call C&W staff for necessary repair if required.
3. GDR check has to be conducted as per RB guidelines before drawing out the rake and GDR memo has to be signed as prescribed.
4. At the time of issue of fresh BPC, Train examination staff should ensure that all the doors are in working condition with all door fittings, all the doors are properly closed and secured. BPC should be clearly endorsed by hand or by Rubber stamp as "**ALL DOORS CHECKED AND FOUND WORKING**".
5. Crew shall ensure that BPC has endorsement of "**ALL DOORS CHECKED AND FOUND WORKING**" during issue of fresh BPC after C&W examination.
6. JCB or other machines shall not be deployed for closing of wagon doors. Coal or material accumulated in the door grooves should be cleaned by the unloading party instead of forcefully closing or mishandling of the door.
7. For closing and locking of doors, unloading party staff shall carry required tools.
8. In case of minor defect in the door, wagon may be permitted with door secured properly, in such a way that there is no possibility of its opening during run, hitting any fixed structures, or causing damage to any person. Details of such wagons should be informed to Divisional Control for taking required follow up action.
9. During loading/unloading of wagon, door should not be mishandled and allowed to be hit by truck etc. Adequate distance of truck from wagon door shall be maintained to eliminate chances of damage to wagon doors.

10. In case any damage to the wagon door or wagon by the loading/unloading party, the same should be recorded by CGSR/SMR and informed to C&W staff. The cost of such damages shall be raised.
11. Wherever C&W staff are not posted and in case the problem of doors not closing and Wagon body bulging is highlighted, the C&W staff shall be informed by CGSR/SMR to attend such work promptly.
12. On receiving information, C&W staff shall rectify/secure defective doors and give fitness of these wagons. In case wagons cannot be repaired, they should be detached.
13. Enroute detection of open/hanging door is an important issue from safety and operational point of view. All Gatemen, Pointsmen, SM / Dy. SS, Station staff, patrolling staff and the crew of the passing train should lookout for unsafe wagon doors and inform to next station.
14. The crew on run should look back frequently to see whether the doors are in safe condition. In case any unsafe door is noticed, Station Master of next station should be informed giving approximate location of the wagon in the rake. Station staff along with Asst. Loco Pilot and Guard and any other Railway staff available in that station, will make all possible efforts to close/secure the doors.
15. When the door could not be closed due to any defect, the decision of calling C&W staff at that station/detachment of wagon/permitting rake up to the next operationally convenient point will be taken by the Operating staff. While calling C&W staff, details of wagons like wagon number and type of defect should be informed to them. Before allowing movement of such wagons, concerned staff should ensure its safety.
16. In case an unsafe door is detected in the block section, then Guard and LP/ALP with the help of any available Railway staff in the section will try to secure the door by all means available with them. If it is not possible to close/secure the door, train crew shall clear the block section in consultation with Control. Such trains should be received on non-platform lines.
17. RPF personnel wherever posted in Goods sheds/sidings or yards should ensure that no tampering takes place with the closed wagon doors as it is possible that some miscreant may open the door for the purpose of pilferage or collection of residual material in the wagon.
18. Proper investigation for open door incidents must be done and responsibility fixed.
19. Cameras should be installed at major loading/unloading terminals to capture recording of rakes while entering/leaving the siding.
20. During loading of commodity, "Loading Pattern" as recommended by RDSO to be strictly followed to avoid contents falling on doors.
21. Engineering and S&T departments should ensure that the fixed structures installed are as per Indian Railway Schedule of Dimensions 2022 and amendments there in.

Sd -/-
CCM/FS

Sd -/-
CRSE/Freight

Sd -/-
CFTM

PRINCIPAL CHIEF SAFETY OFFICER

SAFETY ORGANISATION

SOUTH CENTRAL RAILWAY