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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2014/Track-1/5/22

New Delhi, dated 30.06.15.

Principal Chief Engineers,
All Indian Railways.

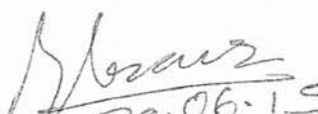
**Sub: 'Joint Procedure Order' for operations of EUR rakes.
Ref: This office letter of even no. dated 15.06.2015.**

Vide this office letter referred above, it was advised that in connection with accident of end-unloading rake loaded with 48 Nos. of 60kg, 20 rail panels (260m long loaded in four layers) on 03.07.2013 between Khuri and Sumeri Stations on Down line in Bina-Katni double line BG electrified section of Jabalpur, CRS/ Central Circle/Mumbai had instructed that "Instructions for loading of 10/20 rail panels in EUR, movement of EUR from loading point to destination station, movement of EUR to unloading work site & back, unloading of 10/20 rail panels at work site, minimum traffic & power block requirement for working of EUR unloading of 10/20 rail panels during night block and special precautions to be taken while working and unloading 10/20 rail panels in electrified sections should be framed."

In this reference, recommendations of CRS/Central Circle/ Mumbai and remarks of RDSO on the same are attached for incorporating these recommendations in the JPO to be issued by zonal railways. If JPO in some zonal railways are already there, than it can be ensured that all the recommendations of CRS/ Central Circle/Mumbai are covered in that and if not covered than JPO may be revised accordingly by zonal railways by 31.07.15 positively and a copy may be sent to Board's office.

It may be treated as URGENT.

DA/ As above.


30.06.15

(Manoj Garg)
Director, Track(P)
Railway Board

Comments on the recommendations of CRS/ Central Circle:

S. No.	Recommendation No.	Recommendations contained in Final Report of CRS	Comments
1.	9.1.1	<p>Instructions for loading of 10/20 rail panels in to the EUR, movement of EUR from loading point to destination station, movement of EUR to unloading work site & back, unloading of 10/20 rail panels at work site, minimum traffic & power block requirement for working of EUR, unloading of 10/20 rail panels during night block and special precautions to be taken while working and unloading 10/20 rail panels in electrified sections should be included in Indian Railway Permanent Way Manual & General Rule. (Refer Para 7.11.1).</p>	<p>The guidelines for Handling and Stacking of Rails bearing no. CT-35 of October, 2014 has been issued after approval of Railway Board to all zonal railways vide RDSO letter no. CT/Rail/Handling dated 05.11.2014. The Para 2.3 of these guidelines deal with the handling of Long welded rail Panels, (including loading and unloading) while Para 2.5 deals with the Precautions for handling of rails in electrified territory.</p> <p>Regarding other issues related to operations of EUR, zonal Railways have been advised vide Railway Board's letter No.2014/Track-1/5/22 dated 15/06/2015 to issue the JPO in zonal railways in consultation with Operating Department.</p> <p>The draft Addendum & Corrigendum Slip (ACS) to relevant Paras of IRPWM has been issued by Board vide Correction slip no.137. Relevant ACS to General Rules, shall have to be done by Safety Directorate.</p>
2	9.1.2	<p>Bulk head flap door and rail stopper behind bulk head flap door should be opened/ removed at unloading site just before starting unloading of 10/20 rail panels. Bulk head flap door and rail stopper of layer from which 10/20 rail panels are to be unloaded should only be opened/removed, all other bulk head flap doors and rail stoppers should remain intact. (Refer Para 7.4.3 & 7.9.2)</p>	<p>The Para 2.3.2 (ii) of the guidelines issued vide RDSO letter no. CT/Rail/Handling dated 05.11.2014 stipulates as under: "The unloading shall be started from top layer panels. The protective rail and flap door of bulk head shall be opened during block only for the layer to be tackled. Once all the rails of that layer are unloaded, next layer door shall be opened for unloading."</p> <p>Speed certificate of 5 tier EUR rakes on BRN/BRNA/BRNAHS wagon issued vide</p>

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			<p>letter no. CT/RL dated 03.12.2014 has also similar provision.</p> <p>Thus, recommendation of CRS/ Central Circle has been complied.</p>
3	9.1.3	<p>8 wheeler staff coach/ 8 wheeler covered wagon should be attached to EUR formation (at other end where ramper and threader are not attached) for staff. During movement of EUR, staff should travel only in 8 wheeler staff coach/ 8 wheeler covered wagon, staff should not be allowed to travel on ramper/ threader or any other BRN/BFR/BRH of EUR. (Refer Para 7.4.6 & 7.9.3)</p>	<p>The speed certificate for 5 tier EUR rakes on BRN/BRNA/BRNAHS wagon has been issued vide letter No.CT/RL dated 03.12.2014, which includes the provision of one covered wagon (BCN variant) for travelling of staff during transportation and unloading of rails.</p> <p>Para 4.0 (i) of the Guidelines issued vide RDSO letter no. CT/Rail/Handling dated 05.11.2014 provides as under:</p> <p>"The staff deputed for unloading of EUR rakes must never travel on BFRs. They shall travel only in tool van/separate wagon provided in rake composition. No staff shall be allowed on ramper/threader during movement of rake from one station to another station where rake is moving for non- block activity."</p> <p>Thus, the recommendation of CRS/ Central Circle is complied.</p>
4	9.1.4	<p>In case of partial unloading of 10/20 rail panels from a layer, if rake has to move with bulk head flap door in open condition without rail stopper, maximum permissible speed of EUR should be restricted to 15 kmph. (Refer Para 7.11.2)</p>	<p>Para 2.3.2 (vi), (x) & (xi) of Guidelines issued vide RDSO letter no.CT/Rail/Handling dated 05.11.2014 reads as under:</p> <p>Para (vi) "Other end of manila rope should be tied to any fixed structure capable of pulling rail load and allow the rake to move forward at very cautious speed not exceeding 15kmph so that in the event of any</p>

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			<p>unusual/unsafe situation the rake can be stopped immediately".</p> <p>Para (x) "The EUR rake shall not run either backward or forward with open door of bulk head in any circumstance except in block during unloading"</p> <p>Para (xi) "In case, traffic block is to be cleared before complete unloading of rake, the clamps for layers, where rail panels are left shall be re-fixed properly before movement of rake to avoid any chance of movement of panel during run".</p> <p>The issue of speed shall be included in the JPO related to operation of EUR rakes by zonal railways.</p>
5	9.1.5	Staff working on EUR should be equipped with safety equipments like helmet, industrial safety shoes, industrial safety hand gloves and industrial safety jackets. (Refer Para 7.9.4)	Para 4.0 (iii), (v) and (vi) of the Guidelines issued vide RDSO letter no. CT/Rail/Handling dated 05.11.2014 provides for use of protective gloves and clothings, helmet and protective footwear for safety of personnel working on EUR.
6	9.1.6	Whenever unloading of 10/20 rail panels is to be done on graded section having gradient steeper than 1 in 100, unloading should be done by moving the train towards down gradient. (Refer Para 7.11.3)	The practice in this regard needs to be reviewed by zonal railways and suitable provisions shall be made in guidelines related to JPO of EUR rakes by zonal railways.
7	9.1.7	In sections where gradient is steeper than 1 in 80, during normal movement of EUR speed restriction of 30 kmph should be followed (Refer Para 7.11.4).	The para 2.7.7 of speed certificate for 5 tier EUR rake on BRN/BRNA/BRNAHS wagons issued vide letter no. CT/RL dated 03.12.2014 reads as under: "In sections where gradient is steeper than 1

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			in 80, speed restriction of 30kmph shall be followed."
8	9.1.8	During process of unloading 10/20 rail panels in double/multiple line sections, speed restrictions of '30 kmph and whistle freely' should be imposed on adjoining lines. (Refer Para 7.1.6)	<p>i) The following provision is already existing in the speed certificate of 4 tier EUR rake on BRN wagons issued vide letter no. CT/RL dated 28.07.2008 and 24.07.2013:- "There shall not be any safety implications on moving of train on adjoining line during the operation of unloading of rails. The distance between the extreme edges of two rails during operation of unloading shall not be more than 3500mm in any case. A lookout caution should be enforced on adjoining line for ensuring the safety of the workmen carrying out unloading of rails."</p> <p>ii) The similar provision has been included in final speed certificate of 5 tier EUR rakes on BRN/BRNA/BRNAHS wagon issued vide letter no. CT/RL dated 03.12.2014 vide Para 2.7.6 which reads as under: "There shall not be any safety implications on moving of trains on double/multiple lines during the operation of unloading of rails. The distance between the extreme edges of two rails during operation of unloading shall not be more than 3500mm in any case. A lookout caution with advice to whistle freely shall be imposed on adjoining lines for ensuring the safety of the workmen carrying out unloading of rails."</p> <p>iii) The practice in this regard needs to be reviewed by zonal railways and suitable provisions shall be made in JPO related to operation of EUR rakes by zonal railways.</p>

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9	9.1.9	While passing through platform lines and negotiating turnouts, maximum permissible speed of EUR should be restricted to 15 kmph (Refer Para 7.11.5).	<p>i) The provision that while negotiating the turnout, maximum permissible speed of EUR shall be restricted to 15 kmph has been incorporated in final speed certificate of 5 tier EUR rakes on BRN/BRNA/BRNAHS wagon issued vide letter no. CT/RL dated 03.12.2014 vide Para 2.7.8 of speed certificate which reads as under:</p> <p>"While negotiating turnouts, maximum permissible speed of EUR during normal movement shall be restricted to 15 kmph".</p> <p>ii) The practice of speed restriction while passing through platform line needs to be reviewed by zonal railways and suitable provisions shall be made in JPO related to operation of EUR rakes by zonal railways.</p>
10	9.1.10	To follow safe practice of opening bulk head flap doors and removing rail stoppers behind bulk head at work site just before starting unloading of 10/20 rail panels adequacy of traffic blocks should be ensured. (Refer Para 7.9.2)	This being operational issue, practice shall be reviewed by Zonal Railways and suitable provisions shall be included in JPO related to operation of EUR rakes by Zonal Railways.