गिट्टी रेक के कार्य के दौरान बरती जाने वाली सावधानियाँ
Precautions to be Taken During Working of Ballast Rake

1. परिचय / Introduction

There have been few cases of derailment of hopper wagons during or after unloading of ballast. These are primarily on account of:-

i. Uneven loading of ballast caused by one of the side doors of BOBYN not opened during unloading of ballast resulting into derailment specially on curve.
ii. Ballast getting jammed in the flange way causing lifting of the wheel and leading to derailment.

Both situations are avoidable. To avoid such incidence following actions may be ensured:-

2. लोडिंग के लिए डिपो भेजने से पहले रेक की जाँच / Examination of rake before sending to depot for loading

Responsibility of maintaining the rake lies with the mechanical department. Unloading gears of wagons must be checked and lubricated at the time of TXR examination before giving fitness to BOBYN wagons, so as to ensure smooth opening and closing of doors of hopper wagons at the time of unloading.

3. डिपो में गिट्टी की लोडिंग से पूर्व कार्यवाही / Action before Loading of Ballast in Depot

3.1 SSE/P. Way Incharge of Ballast Depot must ensured that oiling and greasing of all door opening assembly of BOBYN rakes at Ballast Depot has been completed before loading in every trip and must keep a proper record in the form of a Log book.
3.2 Wagons with defective doors should not be permitted for loading and prominent marking "Not to be loaded" be done. C&W staff should be booked on the next day to attend the same in the depot.

4. बी टी (बैलास्ट ट्रेन) की अनलोडिंग के लिए प्रस्थान से पहले की जाने वाली कार्रवाई / Action to be taken prior to departure of BT (Ballast train) for unloading

4.1 BT shall usually work only between sunrise and sunset except in an emergency with the permission of the DRM.

4.2 A BT shall not be permitted to work during thick, foggy or tempestuous weather impairing visibility.

4.3 The ballast train should be accompanied by a qualified Engineering Official-in-charge not below the rank of JE (P. Way).

4.4 The official-in-charge should have the details of exact location at which the ballast has to be unloaded.

4.5 Two SSE/JE should always be available during unloading of BT. One SSE/JE should remain at site after completion of unloading and clear the track from heaps of ballast.

4.6 Minimum 12 to 15 labour is to be deployed on BT.

4.7 Ballast Train must be accompanied by a railway blacksmith for handling jammed gears of door flaps, if any.

4.8 Ballast train should not be taken into section for unloading if any hopper is having uneven load. The unevenly loaded wagon should be adjusted before taking it into the section.

4.9 Ensure that the safety equipments and first aid boxes are available with supervisor are in good working order and in updated condition.

5. Brake van must be attached to the BT, Guard must work from his brake van during working of BT.

6. गार्ड / लोको पायलट / एस एस ई (पी. वे) के कर्तव्य / Duties of Guard/Loco Pilot/SSE (P. Way)

6.1 The Guard shall observe the instruction contained in Para 4.62 to 4.64 G&SR for working of material / ballast train, when ballast train performs unloading works.

6.2 A continuous proceed hand signal shall be shown by the Guard throughout the movement of the train during unloading.

6.3 The loco pilot of ballast train shall be vigilant and follow the instructions of P. Way Engineer in loco driving cab, who shall be on constant look out for signals from sectional P. Way Engineer / Guard while unloading of ballast and follow the signals given from-rear of the train or otherwise.

6.4 Clear signal should be shown to loco pilots to stop at exact required locations.

6.5 The Sectional P. Way Engineer, not below JE/P. Way shall be responsible for:-

i. Supervising safe unloading of ballast.
ii. Placement of unloaded ballast in safe position, so that ballast does not infringe the Standard Dimensions.

7. बी टी अनलोडिंग के दौरान एस एस ई / जेई (पी. वे) द्वारा की जाने वाली कार्रवाई / Action to be taken by SSE/JE (P. Way) during unloading of BT

7.1 Direct unloading on platform loop lines is not to be restored to. Ballast may be unloaded on the adjoining non-platform loop lines or Main lines in phases and then taken to platform loop lines.

7.2 BT should not be moved at speed higher than 8 to 10 kmph while unloading ballast. BT shall move only in one direction and no pushing back should be done.

7.3 Protection of the ballast train as per GR 15.09 and IRPWM Para 806(1) must be ensured.

7.4 While ballast train is working it should be ensured that all the doors are opened slowly to avoid sudden discharge and the ballast is spread uniformly on curves. Inner side door should be adjusted so that the required quantity of unloading is ensured on both the sides of curve.

7.5 While unloading ballast from hoppers, care to be taken in Point and Xing zones, so that check rails and gap between tongue rails and stock rails are clear.

7.6 BT should not be stopped while unloading is in process. If the ballast train has stopped during unloading, it should be ensured that the ballast is clear off the top table of rail and flange way before movement of the train.

7.7 Bond wire should be kept clear off ballast. These should not be embedded in ballast. OHE Mast should be clear off ballast so that it can be checked whether bonding of mast with rail is intact or not.

7.8 If for any reason one side chute is not opened opposite chute should also be closed so that uneven unloading is avoided.

7.9 Due to poor visibility at the time of unloading it become difficult to exchange signal between loco pilot and guard/SSE/JE (P. WAY). Walkie - Talkie sets should be made available to the loco pilot and guard/SSE/JE (P. WAY) for proper and safe working of BT. Sufficient nos. of P. way staff should be provided to exchange signal between loco pilot and Guard/SSE/JE (P. WAY).

8. एस एस ई / जेई (पी. वे) द्वारा बीटी को खाली करने के बाद की जाने वाली कार्रवाई / Action to be taken after unloading of BT by SSE/JE (P. Way)

8.1 After unloading the ballast it must be physically ensured that no uneven unloading of ballast exists. In case of uneven unloading in rake is noticed and the same cannot be attended to in the block, the BT must be taken to nearest station with speed

restriction as considered necessary ensuring that speed is not more than 10 Kmph while negotiating curves and T/out.

8.2 SEJs should be cleared off stone ballast after unloading.

8.3 Ensure clearance of ballast properly to avoid jamming of signal rods, gears and lock bars after unloading.

8.4 Ensure that unloaded ballast from train should be kept clear off moving dimensions. If required suitable SR may be imposed.

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हमारा उद्देश्य / OUR OBJECTIVE

To upgrade maintenance technologies and methodologies and achieve improvements in productivity and performance of all railway assets and manpower which inter alia would cover reliability, availability for use, utilisation and efficiency.

DISCLAIMER

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सत्यमेव जयते

भारत सरकार - GOVERNMENT OF INDIA
रेल मंत्रालय - MINISTRY OF RAILWAYS

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