

**EASTERN RAILWAY
KOLKATA**

No. TG.398/12/Jt.Circular/Pt.II

Dated February 24th 2011

JOINT PROCEDURE ORDER No. 64(Revised)

Re:- Opening of Relay Rooms.

1. Modalities to be followed for closing and opening of cabin basement (Relay Rooms) & reporting of signal failures to signal maintainers have been clearly prescribed in Joint Procedure Order No. 19& 33 issued by CSTE & CSO and CSE & CSO respectively.
2. Necessity for opening the relay rooms should not be frequent . Hence, it must be ensured that the Relay Rooms are opened for very short duration for scheduled maintenance , construction activities and attending to signal failures.
3. For attending to Signal failures, the SM/ASM of the affected station should issue Signal failure Memo to the Signal Maintainer in prescribed format. In case, the relay room is required to be opened for attending to Signal failure, the Signal Maintainer should issue Disconnection Memo in prescribed format & the SM/ASM should accept the same. After rectification of the failure, the Signal Maintainer should issue Re-connection Memo. However, when any signal failure is there in the jurisdiction of the concerned relay room, relay room should not be opened when T/369(3b) or T/369(1) have already been issued and the movement have not completed beyond the signal for which it has been issued.
4. The Sr.DSTEs/DSTEs and Sr. DOMs/DOMs shall ensure counseling the supervisors under their jurisdiction regarding content of this circular and obtain personal signature on a register as a token of having been counseled, so that the instructions are enforced at every station.

Sd/-
C.S.T.E

Sd/-
C.O.M

JOINT PROCEDURE ORDER NO. 19
Docket No. SG.94/0/TG.202/0,/PtXII,Dated 6.3.87
Sub : Custody of Cabin Basement Key.

1. In accordance with the Railway Board's instructions in letter No. 75/W3/SW/G/1 dated 16.2.1979, Cabin basements and relay rooms which are not manned round the clock staff of the S&T Department, are required to be provided with a double lock which can be unlocked only when both the ASM and the Signal Maintainer use their respective keys simultaneously to unlock this Double lock.
2. On the Eastern Railway the existing system of locking of cabin basement/Relay room is as under
 - (a) In some cabins, two separate locks are provided, one for the cabin basement room and the other for the relay room. The key of the cabin basement room, remains with the ASM and that of the Relay room with the Signal Maintainer. (The relay room is situated inside the cabin basement room).
 - (b) Both the keys remain with the ASM inside a key box which is being sealed by S&T staff.
 - (c) Cabin basement room is provided with two locks. The key of one lock remains with the ASM and the other key remains with the S&T staff.
But in all the above three cases a register is maintained, where necessary entries are made by the Signal maintainer and the ASM at the time of taking out/returning the key.
3. Several instances have been brought to the notice of this office, that this system is not being effectively worked, and the local instructions have a lot of lacuna.
4. To stream line the procedure in the Eastern Railway as a whole, the following procedure has now been decided upon and should be implemented by the divisions forthwith.
 - 4.1 The cabin basement and relay rooms, not manned round the clock by signaling staff, will be separately locked by both the Signal Maintainer as also the ASM in such a manner that the relay room cannot be opened by the signal maintainer without obtaining the key from the ASM and vice-versa.
 - 4.2 The key of the ASM's lock shall be kept in the custody of the Cabin ASM where such ASM is provided or in the custody of the ASM of the Station in those cases where Cabin ASM is not provided. This key shall be kept by the ASM concerned in a Glass Case which shall also be locked by the ASM and the key there of kept in his personal custody. A register, shall be opened for every Cabin for entering the time at which the Cabin basement was opened by the ASM and the Signal Maintainer and the time at which it was closed. This will be in accordance with the proforma attached to this circular. Against each entry, both the ASM and the Maintainer should sign in the relevant columns. It will be observed that there will be one entry in the Register for opening the Basement and one entry for closing the Basement.
 - 4.3 Once the key has been issued by the ASM to the Signal Maintainer, the responsibility for the safe custody of the equipment inside the Cabin Basement/Relay Room shall be that of the Signal Maintainer.
 - 4.4 Once the key is handed back by the Signal Maintainer to the ASM, the responsibility mentioned in Para 4.3 above shall be that of the ASM.
 - 4.5 At times of Accidents the availability of the keys in the glass case shall be immediately noted down in the Log Book of the Stations and the key of the Glass Case seized.

5.1 While working in the Cabin Basement/Relay Room the Signal staff should not carryout any work requiring a disconnection memo, unless disconnection memo has been issued to SM on duty and

the work has been allowed by SM on duty as per GR3.51. This is very essential and there should be no deviation in this regard.

5.2 While working in the basement/Relay Room they shall not do anything either for purpose of testing/maintenance or in response to any complaint of a failure by the Traffic staff, as will involve destruction of the integrity of interlocking and other safety features provided in the Electric Circuits. Any restoration work of failed equipment shall be carried out by them only after obtaining necessary written confirmation as already enjoined in Joint Circular No. SG.94/0 dated 12.2.87.

5.3 All jobs involving disconnection shall be undertaken preferably when there is a gap between two trains. |All jobs involving disconnection shall only be undertaken strictly in accordance with GR & SR (GR 3.51, SR 3.51(c) etc.) read with para 723,724 and 1416 Signal Engineering Manual and the Joint Procedure Order issued by CTSS/CSTE vide Circular No. SG.157/7/0 dated 26.7.82 and 7.1.83. This cancels DRM/MGS's Circular No. GA/Circular/MGS86 dated 22.1.86.

CSS

CSTE

1	2	3	4A	4B	5	6A	6B
Date	Time Key from ASM Taken	Official taken the Key SI/SIME/SIMM	Signature of Officials		Time Key return	Signature of official	
			S&T	ASM		S&T	ASM

JOINT OPERATING AND SIGNAL CIRCULAR NO. 33

Sub : Joint Operating and Signaling Circular regarding non-adoption of short cut methods and reporting of signal failures to Electrical/Mechanical/Signal Maintainers.

This Joint Circular is in supersession of Joint Circular No. 10, issued vide Docket No. SG.80/0 dt.18/24.06.83.

1. In the recent past a number of cases of adoption of short cut methods for rectifying the signal failures have come to notice, some of which have resulted in accidents. In many of these cases the non-issuance of the written advice by the station staff to the signal maintenance staff has contributed. Indirectly, to adoption of short cut methods.
2. This fact has been taken notice of, by Railway Board, who vide letter No. 87/W3/SG/A/Misc. dt. 18.8.93 have desired that signal failure memo must be issued as a standard practice to maintenance staff, who will in turn be induced towards issuing disconnection Memo where necessary. This will help avoid cases of adoption of short cut methods.
3. In view of the above, the following procedure is issued regarding reporting of signal failures to signal maintenance staff :
 - i) In order to report a signal failure, the ASM at the affected station should draft out a message in the message book, allot a number and issue the same to the Signal Maintainer (SIM), if he is available at the station, and also advice the section controller.
 - ii) If the signal maintainer (SIM) is not available at the affected station, the ASM at the affected station shall request the Section Controller to all the ASM of the station at which the Signal Maintainer is Head Quartered/available and also, where necessary, the ASM of the station, where the Sectional SI is available, to come on the line. The Signal Controller will also actively involve himself in informing the sectional SI about the failure, and organize help as required.
4. These ASM/ASMs, should take down the message as dictated by the ASM of the affected station. The message shall then be passed to the Maintainer and or Signal Inspector by the concerned ASM/ASMs.
 - 4.1 The Section Controller shall ask the Signal Controller also to come on the line to take down the details of the failures, who will advise the District Signal Inspector and the DSTE/ASTE, where necessary, as also pursue prompt rectification. The Signal Controller will specially keep a watch on duration of failures and organize necessary help.
 - 4.2 The Signal Controller in co-ordination with Section Controller will arrange for stoppage of the first available train for movement of the signal maintenance of the staff, if required, through a written memo.
 - 4.3 The ASMs, who are receiving messages shall maintain the messages coming from each particular station in a folder and number them serially.
 - 4.4 The Station initiating the messages shall also note down on his copy of each message, the number of the messages allotted by the co-ordinating ASM. Similar action shall be taken by ASMs of those stations at which the maintainer may be on roster duty at the time of delivery of the message, keeping one folder for each station. The message number shall be invariably recorded in the Signal Failure Register against the particular signal failure.

(P.S. Vimal)
C.S.O

K.K. Bajpayee
C.S.E.

Docket No. TG.398/12/Jt. Circular/Pt.1

Docket No. SG.156/7/0 Pt.III, Kolkata, dt. 7.10.93.

EASTERN RAILWAY

No. MC/1245/JPO

Kolkata, the 11th December, 2007

JOINT PROCEDURE ORDER IN FREIGHT TRAIN EXAMINATION

This JPO supersedes all previous JPOs of ER on the subject. It is issued on the basis of Board's letter No. 87/M(N)/951/31 dated 22/08/94, 94/M(N)/951/57 dated 25/02/2000, 94/M(N)/951/57/Vol.II/Pt. dated 25/10/04, M(N)/2005/Train Examination dated 06/05/2005 & 25/05/2005, 98/M(N)/951/12 dated 25/05/2005 and 2005/M(N)/951/13 dated 8.2.2006 as approved by MM & MT. It also incorporates the guidelines regarding Premium rakes and CC rakes issued by Railway Board vide letter No. 2005/M(N)/951/13/ dated 7.4.06, 25.4.2006, 29/31.01.07 & 2007/TT-IV/9/1 dated 15.11.07.

1. Definition and explanation of terms

1.1 "CC" Rakes :

- i) Close circuit rakes to be based at a mother depot, defined Zones and integrity.
- ii) "CC" rakes to be nominated and monitored through FOIS by traffic department for return of rakes for next examination in empty condition.
- iii) "CC" rakes to be formed out of and replacement to be provided from off POH/ROH (within one month) stock and turned out from UDL,PKR MJT & NH Depot. Only BCN "CC" rakes may be formed at CP depot with jurisdiction over ER, SER, SECR & ECoR circuit.
- iv) The validity of CC rakes based at Andal, Pakur and KOPT will be for 6000 Kms. or 30 days, whichever is earlier. Andal will deal with CC rakes of BOXN, BOBRN and BOBYN wagons whereas Pakur and KOPT(MJT) will deal with CC rakes of BOBYN and BFKHN wagons respectively. In addition, Naihati will deal with CC rakes of BTPN wagons.
- v) Rakes will be turned out with 100% brake power.

1.2 Premium End-to-End rakes of air brake stock :

- i) Premium end-to-end rakes will be formed on traffic demand out of Air Brake covered stock (BCN, BCNA & BCNAHS) and open stock (BOXN, BOXNHA & BOXNHS) and other stock (BOBRN, BTPN, BOST, BOBYN) to enable multiple loading/unloading within short leads.
- ii) Premium Examination will be done at Andal Up Yard, Andal Empty Yard, Andal WDD Yard, DSEY, Pakur, Chitpur, Naihati and Jamalpur.
- iii) These rakes will be intensively examined in "empty condition only". Premium rakes will be formed at Andal area out of available empties. Premium rakes at Chitpur will be formed only out of "Newly manufactured BOXN/BCN" wagons, so long Yard upgradation work is not complete. At Jamalpur, Premium rakes will be formed from off POH wagons only.
- iv) Therefore, if any of the above conditions is not satisfied, the rake will not be certified as premium end-to-end rake and will operate as normal end-to-end rake.
- v) Brake Power Certificate issued for such premium end-to-end rakes will be valid for 12 days from the date of issue. During this 12 days period, the rakes will be allowed multiple loading/unloading.
- vi) After each loading/unloading, the rake will be checked by Guard and Loco Pilot before commencement of journey and observations will be recorded under the relevant column of the Brake Power Certificate. Pro-forma for minimum joint check by the Guard and Loco Pilot is

given in Annexure. Examination by TXR is not required even in case of mechanized loading/unloading, and the rake will be checked by Guard and Loco Pilot.

- vii) Stipulation to form rakes out of off POH/ROH wagons as is applicable for CC rakes will not apply in case of Premium end-to-end rakes. However, the rakes will be turned out with at least 95% Brake Power while keeping in view the reliability and safety.
- viii) After lapse of 12 days, the rakes would be offered for next intensive examination. If the offer is at a premium examination point, rake will be certified premium, otherwise it will be a normal end-to-end rake. To avoid examination in loaded condition, a grace period of 3 days is permitted. However, after expiry of grace period i.e. 15 days after the date of issue of BPC, even loaded premium rakes will be offered for examination at the 1st TXR point in the direction of movement and in this case it will be turned out as a normal end-to-end rake. In no case should premium end-to-end rakes be offered for loading after a lapse of 12 days through by-pass routes, they should be offered for intensive examination at the 1st TXR point in the direction of movement and in this case such rakes will be turned out as normal end-to-end rakes.
- ix) Movement of premium end-to-end rakes will be monitored through FOIS by Traffic.
- x) The format for Brake Power Certificate for Premium end-to-end rakes (to be printed on good quality green colour paper) is enclosed.
- xi) The rake shall not be disturbed by more than 4 VU (equivalent to 10 FWU) within the validity of the BPC.

2. The intensive examination points on E.Rly., for UIC and Air Brake stocks shall be as under :

Division	UIC Stock	Air Brake Stock
ASN	UDL,DSEY,STN,HSME	UDL,DSEY,STN,HSME
HWH	PKR	PKR
MLDT	JMP,MLDT	JMP,MLDT
SDAH	CP,NH,BGB,MJT	CP,NH,MJT

3. UIC- End to End Running :

- 3.1 UIC stock shall be permitted to run on end-to-end pattern with the following conditions as per Railway Board's JPO No. 94/M(N)951/57/Vol.II dated 25/10/2004.
- i) The rake should normally be intensively examined in empty condition after unloading and after such intensive examination the empty rake shall be moved to the loading station as per the requirement of Traffic.
 - ii) The BPC of empty rake may have no destination mentioned. But, after loading of the rake, the Operating staff(Commercial staff, if no Operating staff is posted at that station) shall ensure that the destination of the loaded train is clearly mentioned on the BPC. The BPC will then become valid upto such destination only.
 - iii) No Loco Pilot shall move the loaded train from the loading point unless the destination is clearly mentioned on the BPC. BPC of the loaded train without destination shall be treated as invalid.
 - iv) The empty rake must reach the loading point within 4 days of the issue of BPC including the day of issue, for the loaded rake to move on the same BPC. Otherwise, the rake(empty or loaded) will have to be offered for fresh examination for issue of fresh BPC at a suitable examination point in the direction of movement.

- v) At the destination station, after unloading, the rake must be examined once again in the empty condition and the above cycle repeated. If facilities for examination of freight trains are not available at the unloading point, the empty rake/back loaded rake must be examined at the first freight train examination point in the direction of movement. The movement of empty rake/back loaded rake from the unloading point to the first freight train examination point shall be permitted on Loco Pilot and Guard's certificate for which the following instructions shall be followed :
 - a) Loco Pilot and Guard must ensure vacuum/air pressure continuity before starting.
 - b) Loco Pilot and Guard must ensure that there are no loose or missing fittings in the under-gear(such as brake blocks, safety brackets, draw gear pins, brake gear pins, tie rods etc.) which may endanger the safe running of the train.
 - c) Loco Pilot and Guard shall then prepare a Memo jointly as per pro-forma shown in Annexure enclosed in triplicate and both of them must sign it. One copy of the Memo shall be retained by the Loco Pilot and Guard and the third copy must be handed over to Station Master who shall inform the Section Controller to stop the train at the next nominated TXR Stn. in the direction of movement for intensive examination. SM shall not start the train, until he receives this Joint Memo duly signed by Loco Pilot & Guard to the effect that the train is fit to proceed.
 - d) Loco Pilot and Guard are permitted to move the train with invalid BPC, if such a situation arises, from the non-TXR station to the first train examination point only in the direction of movement following the above procedure.
 - vi) A rake shall not be stabled at a TXR examination yard for more than 24 hrs., otherwise it has to be offered again for TXR examination. However, TXR examination should not be required upto 48 hrs. if a rake is stabled at UDL yard (interchange yard).
 - vii) The rake shall not be disturbed by more than 4VU(10FWU) within the validity of the BPC.
 - viii) Loco Pilot & Guard while clearing a load stabled at a road-side station must check the validity of the BPC and in case the validity has lapsed they shall work the train upto the next nominated TXR point in the direction of movement and Control shall be informed through the SM by an endorsement of the Joint Memo as in clause 3.1 (v)(c) above.
 - ix) Pink Colour BPC shall be used for such rake.

3.2 **BACK LOADING**

When back loading is done at a station where freight train examination facilities exist, the loaded rake should be examined at that station only and fresh BPC be issued. In case back loading is done at a non-TXR station, such trains can be :

either(a) checked by a flying squad, if operationally feasible.

or(b) permitted to run on a Loco Pilot & Guard's memo for which the instructions given under Para 3.1 (V) shall be followed :

4. CC-AIR BRAKE STOCKS(Not applicable for vacuum brake stocks):

- 4.1 A rake shall be offered for PME in empty condition at the CC base yard where the rake was originally formed.
- 4.2 CC Rakes shall be given 100% brake power during PME at Base Depot.
- 4.3 Post-loading examination by TXR staff is discontinued for all kinds of stock. However, post loading check will be carried out by Guard and Loco Pilot(GDR check) as per proforma given in Annexure.
- 4.3.1 Rake integrity must not be disturbed between two successive PME by more than 4 VUs (equivalent to 10 FWUs). CC-based depots are authorized to certify CC rakes to run upto 6000 Kms or 30 days, whichever is earlier, between two successive examinations, subject to intermediate safety checks including revalidation of BPC through GDR check at the loading/unloading point. TXR will not carry out any such check or revalidation.
- 4.3.2 Revalidation of brake power certificate by Guard and Loco Pilot shall mean(a) Check of air pressure continuity, (b) Check of rake integrity vis-à-vis the BPC (c) Check against missing and hanging brake gear items and running gear fittings which may endanger safety (d)Check for proper securing of the load and (e) Check against the damage of the wagon body at the previous unloading/loading points.
- 4.4 "CC" rakes should be used for round trip operation on identified circuits. In BPC, The names of Railway zones over which BPC is valid should be mentioned on the BPC. Loco Pilot must record kilometers run on the BPC and sign with name, HQ and date; otherwise the BPC will be valid for 30 days only.
- 4.4.1 Names of the zones over which the CC rakes would be required to ply are indicated in para-5 so that the same may be stipulated by the TXR in the BPC during PME and so that the rakes ply over such circuit only. Exceptions as per para-4.4 would however be considered on case to case basis. Any extension to the CC circuit shall have the joint approval of the CME & COM/Eastern Railway.
- 4.4.2 The rake shall not be stabled for more than 24 hours at nominated TXR examination yard; otherwise it has to be offered to TXR examination as per para-3.1(vi).
- 4.5 Loco Pilot & Guard while clearing the roadside stabled load must check the validity of the BPC and in case the validity has lapsed they shall work the train upto the next nominated TXR point in the direction of movement and Control shall be informed through the SM by an endorsement on the Joint Memo as in clause 3.1(v)(c) above.

- 4.6(a) Whenever unloading involves tipping, the rake will be subjected to post tipping examination after tipping. If less than 3 rakes are tipped per day, the check will be carried out by Guard and Loco Pilot as per proforma enclosed. If 3 or more trains are being tipped, post tipping check will be done by TXR staff.
- Since on Eastern Railway there is no unloading point where tipping of 3 or more rakes per day is being done at present, rakes will be formed and dispatched from all tipping points with GDR check as per given proforma.
- (b) It shall be the responsibility of the division and the signatories of the Agreement between Railways and Plant authorities to ensure periodical joint inspection of the tippers, retarders and their repair to avoid any damage of the wagon in the body, couplers, air brake hose fittings etc.
- 4.7 In case 6000 kms/30 days time is breached due to lack of monitoring or otherwise, and the rake is in empty condition, it shall be pushed to nearest TXR point for safe to run (STR) examination and endorsement on BPC by TXR that the train is safe to run upto to base depot.
- 4.8 Such potentially unsafe rakes when detected in loaded condition, shall be subjected to GDR check and pushed to destination. After unloading the empty rake shall move on GDR check and be offered to the nearest TXR point for STR examination and endorsement on BPC that the rake is safe to run in empty condition up to its nominated base depot.
- 4.9 Interception for ROH and POH wagons from CC rakes shall be at PME base depots only.
- 4.10 Colour of the BPC shall be yellow.
- 4.11 CC rakes shall be monitored closely through FOIS by all Sr.DOMs to ensure that each such rake is worked to its respective base depot before completion of stipulated kms/days. If a CC BPC becomes invalid, it will lose its CC rake status. It will be run upto unloading point (in loaded condition)/nearest TXR examination point on GDR check.

5. Jurisdiction of CC rakes :

- 5.1 BOXN & BOBRN CC rakes will be based at UDL.
- BOXN rakes will be run within ER, SE (Upto Haldia).
 BOXN CC rakes will be run within ER & SE Rly. (upto Haldia)
 BOXN CC rakes will be run in close circuit between UDL – BTPS/DTPS/BGB CESC/TGH CESC/CED CESC/DK CESC & TBAE. Similarly, ER's BOXN CC rakes going to Haldia can be back loaded for DSP/BCME/BGB/TGH/CED or any other destination of ER except FKK/CLG by SE Railway.
- 5.2 BOBRN CC rakes will run within ER, EC & SE Railway (Upto Kolaghat).
- 5.2.1 BOBRN CC rakes will be run within E. Rly., SE Rly. (upto Kolaghat) and East Coast Rly. (upto Paradeep).
- 5.3 BOBYN CC rakes are based at PKR and UDL.
 These CC rakes will be run within ER, ECR, NF, NE and SE.Railway.
- 5.3.1 Overdue BOBYN CC rakes of PKR and UDL base will be subjected to CC examination at both PKR and UDL irrespective of their bases i.e. PKR base BOBYN CC rake will be attended at UDL for making CC rake and vice-versa subject to offering of rake with previous CC BPC of UDL/PKR.
- 5.4 BLC CC rakes are based at KOPT (MJT)

CC rakes of BLC will be formed for container loading and run from KoPT(MJT) to Birganj, Raxaul. End to end container rakes of Air and Vacuum brakes stock will also be examined there.

5.5 BTPN CC rakes will be based at NH for loading of Vegetable oil at BGB for MUV.

6. **NON-CC (END) AIR BRAKE STOCK:**

6.1 The rake shall be meant for single loading/unloading between two successive intensive examinations. Intensive examination of empty rakes shall be conducted at TXR point where proper facilities exist.

6.2 The composition of the rake shall not be changed by more than 4 nos. 8wheeler wagons within the validity of the BPC.

6.3 En-route rolling in examination of freight trains may be discontinued. However, rolling-in examination as part of intensive examination (end to end, Premium or CC) will continue.

6.4 Post loading examination by TXR staff may be discontinued for all type of stock. However, post-loading check will be carried out by guard and Loco Pilot as per Proforma given in Annexure.

6.5 Whenever tipping is done for unloading, the rake will be subjected to post tipping examination. In case less than 3 rakes are tipped per day, the check may be carried out by Guard and Loco Pilot as per proforma given in Annexure. If more than 3 rakes are being tipped, post tipping check will be done by TXR staff.

6.6 **Pattern of Freight Examination for Non CC rakes :**

- i) All arising of non-CC BCN/BOXN empties will be intensively examined at NH, CP, UDL, DSEY, STN, HSME. The Brake Power Certificate should be valid upto destination after loading as mentioned in BPC.
- ii) All empty rakes generated on HWH Division will be despatched on the basis of GDR check to ASN division, where they will normally be intensively examined at UDL and in exigencies when UDL is congested, may be sent to STN for intensive examination to save detention. Such intensively examined empties can be used by ASN division either for loading or for dispatch to SER/ECR as per requirement.
- iii) Such rakes if offered to S.E. Bhattanagar after GDR check must be intensively examined suitably by S.E. Railway as per Board's guidelines.
- iv) All empties generated at MLDT station following release of rakes will be given intensive examination there before dispatch to PKR/Andal. Unexamined empties coming from NJP direction will be given GDR check and dispatched to PKR/UDL for intensive examination before loading.

In case empties are not intensively examined by N.F. Rly., they will be checked by Guard and Loco Pilot at Malda Station and sent to Howrah Division for loading at PKR. These will be intensively examined at Pakur before loading. CHC/Malda advise CHC/Howrah about movement of such empties in advance. Empties not required for loading at Pakur will directly be run through to Andal where intensive examination will be done.

- v) Unexamined jumbo empties received by ASN Division will normally be intensively examined

at Andal and in exigencies when UDL is congested, will be sent to STN for intensive examination to save detention and handed over to E.C.Railway at Pradhankhunta.

6.7 The rake shall at no. point of time be stabled for more than 24 hours in train examination yard, otherwise BPC will become invalid and the rake has to be offered Again for TXR examination.

6.8. Loco Pilot and Guard while clearing the roadside stabled load must check the validity of the BPC and in case the validity has lapsed they shall work the train upto the next nominated. TXR point in the direction of movement and Control shall be informed through the SM by an endorsement on the Joint Memo as in clause 3.1(v) (c) above.

6.9 The color of the BPC shall be green.

SPECIAL FEATUIRES FOR BOBR/BOBRN RAKES :

7. In view of safety, each CC or non-CC BOBR/BOBRN rakes shall normally be checked by GDR. However, depending on the ground situation, rake may be offered to TXR through a memo for attention to door opening mechanism before next loading.

8. BTPN and 4 Wheeler Tank Rakes :

8.1 Four wheeler tank wagon

As indicated in revised Policy Circular No. 99/TC(FM)/26/1 dated 31.3.2005 for sidings TXR staff may be kept with specific approval of General Manager only for sidings handling POL or where other traffic exceeds 2 rakes per day.

Hence Vacuum Brake Tank empties will be intensively examined at BGB in SDAH and at UDL in ASN Division before loading. After examination, vacuum certificate valid upto destination of the loaded rake shall be issued. At the loading point at BGB, securing of done fittings and oil leakage after loading will be checked by C&W staff as per existing practice. Since post loading examination by TXR staff is discontinued for all types of stock, post loading checks shall be conducted by Guard and Loco Pilot at Yard including revalidation of BPC.

8.2 Non "CC" BTPN will be examined at BGB Yard and sent for loading to nearest loading point at BGB IOC terminal. After loading BPC revalidation shall be done by the guard and Loco Pilot before dispatch of the rake to the destination.

9. Rakes for Steel Plant :

9.1 Incoming rakes for loading at Steel Plant shall be examined by C&W staff in regard mechanical examination only and completeness and securing of brake gear and air brake components/items to issue loading fit certificate.

9.2 The examined rake as in 9.1 is to be supplied to the Steel Plants for loading. After loading the wagons shall be checked by C&W staff in regard to securing of steel consignment and RR shall be issued only after certificate of the wagons by C&W staff, as per existing practice.

9.3 The unexamined loaded rake on receipt from Steel Plant shall be offered for TXR examination in the Outward Yard/Exchange Yard and round trip BPC will be issued for movement of the train after un loading upto any of Steel Plants of Eastern Railway on the

basis of GDR check. The round trip BPC issued will have the following endorsement :

“Valid upto unloading point and back to Steel Plant over E. Railway in empty condition.”

If the integrity of the rake is disturbed by more than 4VUs, the BPC issued will be treated as invalid and fresh BPC is to be issued.

10. **TRAINS FROM OTHER RAILWAYS :**

10.1 **ECR-ER Circuit :**

All empty rakes coming from E.C. Railway to Asansol Division will be offered for intensive examination in empty condition at the nominated intensive examination points on that Division . The brake power certificate issued after such intensive examination shall be valid upto destination of the loaded rakes.

After loading, the rakes will be subjected to post loading checks by Guard and Loco Pilot before dispatched to destination.

10.2 **Empty Rakes Ex. N.F. Railway :**

All empties arriving from N.F. Railway should have been intensively examined. If not, such empties will offered for loading at PKR. Excess empties which are intensively examine from N.F.Railway and not required for loading at PKR will be sent to Asansol Division and terminated at Andal if required for loading on Asansol Division If not required by Asansol Division , they will be run through to E.C. Rly. for Northern Railway at Pradhankhunta point.

10.3 No train originating from other Railways shall be accepted by E. Rly., unless the same is intensively examined with a valid BPC. However, if the same is operationally not feasible, such trains may be received in exceptional cases only with the approval of HQ but must be offered for intensive examination at first available nominated TXR point in the direction of movement to cover the run upto the destination only and a fresh BPC shall be issued.

10.4 Guard and Loco Pilot of incoming trains of Eastern Railway will be personally responsible for checking whether valid BPC is available for the train while taking over from other Railway crew. If not, the Guard must report to the Section Controller through SM for intensive examination.

10.5 Trains from Bangladesh Railway :

Regarding pattern of freight train examination of BDR incoming rakes, JPO No. MC/1245/Pt.VI dated 14.08.03 shall continue to remain in force.

11. **VALIDITY OF BRAKE POWER CERTIFICATE :**

11.1 **Close Circuit Rakes (Air Brake Stock only)**

- i) “CC” rakes shall be valid for 6000 Kms. Or 30 days whichever is earlier.
- ii) BPC is invalid if rake integrity is changed by more than 4 VUs
- iii) BPC is valid provided the rake is running in pre-defined closed zones as mentioned in the certificate.
- iv) BPC is valid provided the rake is stabled for more than 24 hours in the train examination yard.

11.2 **Premium Air Brake Rake :**

- i) Premium rake shall be valid for 12 days. However, to avoid examination in loaded condition, a grace period of 3 days is permitted.
- ii) BPC is valid provided the rake is not stabled for more than 24 hrs. in train examination yard.

11.3 **End-to-End Air Rake :**

- i) BPC is valid if destination is mentioned on BPC of the loaded train.
- ii) BPC is valid provided the composition of the rake is not changed by 4 or more wagons.
- iii) BPC is valid provided the rake is not stabled for more than 24 hrs. in train examination yard.

11.4 **End-to-End Vacuum Brake Rake :**

- i) The examined empty rake must reach the loading point within 4 days of issue of BPC.
- ii) BPC is valid if destination is mentioned on BPC of the loaded train.
- iii) BPC is valid provided the rake composition is not changed by 10 or more 4 Wheeler Units.
- iv) BPC is valid provided the rake is not stabled for more than 24 hrs. in train examination yard.

12. **IDENTIFICATION OF BRAKE POWER CERTIFICATE**

BPC for "CC" trains would be Yellow, Green for air brake Premium & end-to-end trains and pink for vacuum brake trains. Copy of the modified BPC format (without colour) as per Rly. Board's letter No. 94/M(N)/951/57/Vol.II/Pt. dt.25.10.04 & 2005/M(N)/951/13 dated 7.4.06 is enclosed.

13. **MARKING OF POH AND ROH :**

Marking of POH and ROH would be done only at nominated intensive examination points for "Premium" & "End-to-End" run trains. For "CC" rakes, it will be done only at Base Depot.

14. These instructions should be strictly complied with. No deviation from the above mentioned pattern of examination shall be made without prior written approval of COM & CME.

15. It shall be the responsibility of the Operating and Mechanical Departments to ensure that JPO is not violated in any manner and no train shall run without proper and valid BPC. This JPO shall be effective from the date of issue and will be reviewed for amendment, if required, jointly by CRSE & CFTM based on the suggestion from the Divisions and/or further instructions from Board.

16. **Examination time :**

- i) PME of CC rake : 100 man-hours
- ii) Intensive Examination of Air brake rake : 56 man-hours
- iii) Intensive Examination of V ac-brake rake : 40 man-hours (for 70 FWUs)

ANNEXURE

Post Loading/Post Tippling Checks by the Guard and the Loco Pilot

Items to be checked by Guard and Loco Pilots

1.	All CBCs and Air Hoses are properly coupled and locked.
2.	All the Angle Cocks are in open condition.
3.	The last Angle Cock is in closed condition.
4.	Empty/Load device handle is in proper position.
5.	There is no loose fittings/hanging parts like springs push-pull rod, Brake Beam Safety brackets, Brake Blocks etc. which may endanger safe running of the train.
6.	Hand Brakes are released.
7.	Doors of wagons are closed and locked/secured.
8.	Check continuity of air pressure/vacuum before starting.

Proforma for Joint Check by the Loco Pilot and Guard

1.	Date	:	
2.	Train No. and Loco Number	:	
3.	From	To	
4.	BPC No., Date & Station of Issue		
5.	Loaded at	Or	Tippled at
6.	Time of Locomotive Attached	:	
7.	Total Load	:	

(Signature of Loco Pilot)

(Signature of Guard)

Loco Pilot's Name

Guard's Name

(This memo should be prepared in 3 copies, one copy to be kept with Loco Pilot, one with the Guard and one will be given by the Guard to the Station Master/Yard Master.)

*Designation of Loco Pilot and Assistant Loco Pilot read as Loco Pilot and Assistant Loco Pilot.

**Four Amendment slip has been incorporated in the JPO of 11.12.2007.