

East Coast Railway

JOINT PROCEDURE ORDER ON FREIGHT TRAIN EXAMINATION

In supersession of earlier JPO and all other subsequent instructions of ECoR on freight examination, a revised and consolidated Freight Examination order is hereby issued. All Freight stock will be examined as per this JPO.

1.0 C&W Examination Points in ECoR(Only for Railway Rakes) :

The examination points in ECoR and different types of examinations that are carried out at these examination points are listed below:

Division	Stock	Depot	Type of examination	CC Circuit	Validity of CC Rake BPC
WAT	BOXN, BOXNS, BOXNHL & BOBRN	OEK, RYD & RMUY/VSPS	CC/Premium	ECoR, SECR, SER, SCR & ER	30+5 days or 7500 kms
	BOYEL & BOXNEL	OEK & RYD	CC/Premium	ECoR	30+5 days or 7500 kms
	BTPN	RYD	CC/Premium	ECoR, SECR, SCR & up to NJK/WCR	30+5 days or 7500 kms
	BOST, BRN, Concord	RYD/OEK	Premium	-	12+3 days
	BOST, BRN, Concord	RMUY & FPY/VSPS	Round Trip	Steel Plant Destinations	
	Air Brake Stock	R&D/VZP	Intensive	Up to Destination	
	BOXN & BCN	MGPV	Intensive	Up to Destination	
	BOXN & BCN	RGDA	Intensive	All other stock to bypass	
KUR	BOBRN	PRDP	CC/Premium	ECoR/SER/ER	30+5 days or 7500 kms
	BOYEL	PRDP	CC/Premium	ECoR only	30+5 days or 7500km
	BOXN & BOXNS	PRDP	CC/Premium	ECoR/SER	30+5 days or 7500 kms
	All other Stock	PRDP	Intensive	Up to Destination	
	BCN	CTC	Premium		12+3 days
	BCN, BTPN & BCNHL	CTC	Intensive	Up to Destination	
	Steel Rakes	KUR	Round Trip	Steel Plant Destinations	Round trip
	All other Stock	KUR	Intensive	Up to Destination	
	Steel Rakes	TSLJ & MBMB	Round Trip	Steel Plant Destinations	Round trip
SBP	BOXN, BCN	KBJ	Premium/Intensive	Up to Destination	12+3 days
	Steel Rakes	KBJ	Round Trip	Steel Plant Destination	Round Trip
	BTPN/BTAP/BLC	KBJ	Intensive	Up to Destination	
	Steel Rakes	JSPK	Round Trip	Steel Plant Destinations	Round trip

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2.0 Characteristics of Premium and CC Rakes:

Sl No.	Characters	Premium Rakes	CC Rakes
1	Loading cycle	Multiple	Multiple
2	Validity for loading	12 days	30 days
3.	Grace Period for movement over & above S1-2	3 days	5 days
4	Colour of the BPC	Green	Yellow
5	Formation (Wagon Selection)	Good Condition	Off POH/ROH and New wagons.
6	KM logging / Monitoring of KM and validity	Monitoring on the basis of days	LP to log the KMs. Monitoring through Control (Division/HQ) and through FOIS.
7	Post Loading / Unloading Check:		
	TXR Point:	TXR Staff	
	Non-TXR Point:	Crew and Guard	
	BOBRN Rakes:	Refer to section 3-3 of this JPO	
8	On becoming overdue/Invalid BPC:		
	Empty condition	To be moved to nearest TXR point for C&W examination.	Intensive examination with 07 days/one trip validity of BPC in the direction of base depot.
	Loaded Condition:	Fresh C&W examination if more than 12+3 days.	To be moved to nearest TXR point in the direction of movement for C&W examination to allow it to base depot after unloading.
9	BPC becomes invalid in different cases:		
	Expiry of period /KMs:	12+3 days	30/35 days or 6000/7500 KMs
	Loss of integrity of rake:	Disturbed by more than 04 wagons	Disturbed by more than 04 wagons.
	Circuit Limitation:	N/A	Out of circuit movement
	Overdue rakes:	N/A	Running towards direction other than base depot.

2. a) Both Mechanical & -Traffic Control of the division and HQ shall record the movement particulars of every CC rake of ECoR origin and CC rakes earning more than 6000 KMs should normally be kept within ECoR jurisdiction.

b) CC rakes shall be monitored closely through FOIS by all Sr.DOMs to ensure that these rakes are worked to their respective base depot before completion of stipulated Kms. or days.

c) If a CC BPC becomes invalid, it will lose its CC rake status. It may be loaded for a destination towards the base depot/short of base depot or run up to base depot in empty condition on GDR check for PME.

d) Loading of CC rakes should as far as possible be for circuits which are mentioned in the BPC.

- When a CC rake is received by Zonal railway (i.e. ECoR) which is not in the jurisdiction defined in BPC, in either loaded or empty condition, it should not be treated as "Invalid" provided the BPC is valid in terms of both Kilometers and days and such a rake should run accordingly.
- In case, an overdue CC rake is received by East Coast Railway not mentioned in BPC, the procedure for the movement of overdue rakes should be followed in this case.
- On receipt of a CC rake by ECo Railway not covered in the jurisdiction mentioned in the BPC, a message should immediately be given to the loading Zonal railway regarding wrong loading with a copy to TT Directorate of Railway Board.
- After release, the CC rake should be moved in empty/loaded condition on priority to the Zonal railway which is within the jurisdiction of the CC rake.

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3.0 Special conditions:

3.1 Clearing of Rakes with Invalid/Missing BPC:

When back loading is done at a station where freight train examination facilities exist, the rake must be examined there and fresh BPC issued. In case of rake is back loaded, detected with invalid/missing BPC & in the absence of C&W examination facilities the rake can be cleared by any of the following means:

- Checked by a flying squad and fresh BPC issued, if operationally feasible.
- If it is not possible then the rake is permitted to run up to the next C&W examination point in the direction of movement by GDR check (Rules pertaining to GDR is as per 3.2 of this JPO).

3.2 GDR Check:

- GDR check is not required when the rake has a valid BPC.
- GDR check should be done post loading/ back loading of a rake.
- After tipping, the rake will be subjected to post-tipping examination. In case less than 3 rakes are being tipped per day, the check may be carried out by Guard and Driver.
- If a rake is stabled at non-TXR point for more than 24 hrs, GDR check should be done before clearance of stabled load.
- In case of attachment/detachment of the wagon or reversal of power at non-TXR point continuity of brake pipe pressure must be ensured by Guard and Driver.
- To arrest unnecessary delay, the time for GDR check should be restricted to 45 minutes. GDR check shall be carried out by Guard & Loco Pilot as per RB's letter No. 2008/M(N)951/13 dated 28.08.2009. (Check list at Annexure-1 as placed at Follo-9).

3.3 Special features for BOBR/BOBRN rakes:

- Whether CC or Non-CC BOBR/BOBRN rakes, each rake shall be offered for C&W examination for attention of proper door closing mechanism before next loading.
- BOBRN empty/loaded rakes after release /back loading at PRDP RRS (except CC rakes of PRDP) with invalid BPC will be cleared on GDR check ex. PRDP up to the destination by passing CTC examination point.

3.4 BTPN & other tank Rakes:

- Both CC & Non CC BTPN and other tank wagon rakes will be based at VSKP and will be examined at VSKP R/Yard, where facility for same exists and sent for loading to nearest loading point at VSKP & PRDP.
- After examination in empty condition, CC/Premium/round trip BPC will be issued to facilitate return of rake to VSKP on the same BPC.
- In order to facilitate this, BPC shall have following endorsement. "For rake unloaded within ECoR, SER, SECR, SCR & up to NKJ/WCR only, the rake can be returned to VSKP/ECoR on same BPC."
- Invalid BTPN rake intended for loading, runs via Cuttack, only under-gear examination and validation of BPC shall be done at Cuttack. (In case of overlapping of invalid BTPN empty rakes, examination at CTC can be skipped and under gear examination of the rake can be done at PRDP.)

3.5 Trains received from other Railways:

- Train originating from other Railways shall not be accepted in ECoR unless the same is with a valid BPC. However, if the same is operationally not feasible, this may be allowed in exceptional cases but must be offered for C&W examination at first available nominated C&W point in the direction of movement and a fresh BPC shall be issued. From the point of detection of invalid BPC the rake shall be cleared as detailed in Para 3.2 of this JPO.
- Guard and Driver of incoming train at ECoR will check, while taking over from other Railway's crew, that the BPC is available and valid for the train. If not, Guard must report to the Sectional Controller through SM for C&W examination at the next examination point in the direction of traffic.
- BCN/BOXN rake door closing to be ensured by the Guard before taking over the rake.

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3.6 Rakes for steel Plants:

- a) Incoming rake for loading at Steel Plant shall be examined in regard to mechanical examination only and completeness and securing of brake gear and air brake components / items to issue loading fit certificate.
- b) The examined rake may be sent to the Steel Plant for loading. After loading the wagons shall be checked by the C&W staff in regard to securing of steel consignment and RR shall be issued only after certification of all the wagons by the C&W staff.
- c) The loaded rake on receipt from Steel Plant shall be offered for C&W examination in the outward Yard/Exchange Yard and valid for loading to destination & back to steel plant. A fresh BPC shall be issued as round trip BPC. Certification/fitness of load (securing & positioning) shall be done by C&W staff only.
- d) Clearance of steel consignments in non-TXR points shall be carried out by GDR Check. Everybody to follow the loading pattern for steel consignment as approved from office of PCME to ensure that consignments are loaded uniformly & strapped and secured adequately to prevent shifting of load during movement.

3.7 Private owned rakes

Private owned rakes procured under different wagon investment schemes shall be examined at nominated examination point as per the provisions in the agreement signed between Railway and wagon investors.

4.0 Conditions for Validity of the BPC:

- a) Integrity of the rake is maintained as per Railway Board circulars. The Integrity and continuity of the rake is clearly certified by Crew and Guard.
- b) Kilometer earned is logged by Crew & Guard in the BPC after each run. In case distance is not recorded, BPC will be deemed valid for only 20 days.
- c) In case of invalid BPC, the trains shall move on Guard & Loco Pilot's memo as per extant rules

5.0 Instructions for Crew, Station Staff & Control:

- a) It is primary responsibility of the Guard (Being in-charge of the train) as well as of LP & Station staff for not allowing train running on invalid BPC in violation of the existing instructions.
- b) In case of Crew/Guard notice that, BPC is invalid, it should be brought to the notice of SM on duty, who will advise the Control about the same. Thereafter, the Controller will instruct the Crew/Guard for the action to be taken on the basis of this JPO.
- c) If any unusual situation is not covered by this JPO, the train will be started after GDR check and will run to the next C&W examination point in the direction of movement.

6.0 Limitation & Review of the JPO:

- a) This JPO does not amend any provisions contained in IRCA ruling and SR. In case of conflicting interpretation of provisions of JPO with those in GR, SR and IRCA, the interpretation of () provisions of JPO shall be ignored.
- b) This JPO shall be effective from the date of issue and will be reviewed for amendment, if required, jointly by PCME & PCOM based on suggestions from the Divisions or further instruction from Railway Board.

Encl: Check list (Annexure-1) for GDR.


PCME/ECOR


PCME/ECOR

No: ECoR/OPTG/JPO/92/Freight Train Examination/04

Date: 27.11.2019

(4)

Annexure-1

Post Loading/Post Tipping Checks (GDR) by the Guard & the Driver

As per railway Board's letter no. 2005/M(N)/951/13 dated 08.02.2006 & 28.08.2009 following items to be checked by Guard & Driver:

SN	Items to be checked by Guard & Driver (GDR)
1	All CBCs and Air hoses are properly coupled & 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 bracket, brake blocks, etc which may endanger safe running of the trains.
6	Hand brakes are released.
7	Doors of wagons are closed & locked/secured.
8	Check continuity of Air-pressure/Vacuum before starting.

Proforma for Joint Check by the Driver & Guard

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

(Signature of Driver)

(Signature of Guard)

Driver's Name.....

Guard's Name.....

(This memo should be prepared in 03 copies, one copy to be kept with Driver, one with the Guard and one will be given by the Guard to the Station Master/Tard Master)