GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.94/M(N)/951/7/Vol.II/Pl_ded: 25/10/04

General Managers,
All Indian Railways

SUB: JOINT PROCEDURE FOR FREIGHT TRAIN EXAMINATION

Joint Procedure Order(JPO) for Freight Train Examination including format of Brake Power Certificate (BPC) for Close Circuit (CC) rakes was issued under letter No.94/M(N)/951/57 dt. 28/2/2000. Similar to BPC for CC rakes, format for BPC for end-to-end rakes was issued under letter No.94/M(N)/951/57 dt. 14/16-3-2000.

2. The matter has been reviewed based on information received from zonal railways from time to time and revised JPO for goods train examination including format for BPC for CC rakes as well as end-to-end rakes (air brake and vacuum brake) as approved by Board (MM & MT), is enclosed herewith in 12 pages.

3. The modifications are summarized below:

i. Word “CRT” has been deleted as the stock has been phased out.

ii. Following provision has been incorporated for CC as well as end-to-end rakes

“In case of clearance of stabled loads, instructions contained in Board’s letter No.2000/Safety/9A&R)/19/35 dt.31/7/01 should be followed.”

iii. KM limit for CC rakes maintained by ‘A’ Category CC bases has been enhanced to 6000 kms. and days limit (if distance covered is not mentioned properly) has been increased to 20 days for such rakes.

iv. Following paras have been added under Item 4 on “Close Circuit (CC) Air Brake Rakes”

“The air braked close circuit rakes shall be offered for periodical maintenance examination(PME) in empty condition at the CC base depot who formed the CC rake originally.

Cont..
Rake integrity, as listed in the BPC should be maintained. However, upto 4 wagons (equivalent to 10 FWUs) may be replaced by good examined wagons in the entire run between two PMEs.

In case of clearance of stabled loads, instructions contained in Board’s letter No.2000/Safety(A&R)/1235 dt. 31.7.2001 should be followed.

Marking of ROH/POH: ROH & POH wagons from CC rakes will be marked and detached at base depots only.

v. BPC formats for CC rakes, as well as end-to-end rakes have been slightly modified as below:

<table>
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<th>As is</th>
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<tr>
<td>CC rakes</td>
<td>(i) This certificate is valid for 4500 Kms (6000 Kms for rakes maintained by ‘A’ Category CC bases)</td>
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<tr>
<td>(i) Provided the rake is not stabled for more than 24 hrs.</td>
<td>(iii) Provided the rake is not stabled for more than 24 hrs. in train examination yard.</td>
</tr>
<tr>
<td>End-to-End Running</td>
<td>This certificate is valid; Provided the rake is not stabled for more than 24 hrs.</td>
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</table>

vi. Following concluding para has been added:

“It will be the responsibility of the Operating and Mechanical Departments in the zonal railways to ensure that JPO issued for the railway is not violative of any of the provisions of the JPO issued by the Board in any manner and no train should run without proper and valid BPC.

4. Railways are advised to get the BPC formats printed in different colours i.e. yellow for CC trains, green for air brake end-to-end trains and pink for vacuum brake trains.

5. Correction slip to amend the relevant paras of Chapter 3 of “Maintenance Manual for Wagons” will follow.

6. Please acknowledge receipt and ensure compliance.

Encl: as above (12 pages)

(AJAY KUMAR PUTHIA)
Executive Director Mech. Engg.(Fr.)
Railway Board

C/-
GM(Operating) & GM(Mech.), all Indian Railways.
Director/IRIMEE, Jamalpur, EDTT/M, Railway Board
Neutral Control Officer, New Delhi
JOINT PROCEDURE ORDER FOR GOODS TRAINS EXAMINATION

The last Joint Procedure Order for Goods Train Examination was issued under notification No.94/M(N)/95/57 dt. 25/2/2000. The matter has been reviewed in the Board and the following instructions are issued:

ITEM 1: END-TO-END RUNNING OF UIC RAKES.

UIC stock will be permitted to run on end-to-end pattern with following conditions:

i. The rake should normally be intensively examined in empty condition except when back loading of rake has to be done at stations/sidings. After such intensive examination, the empty rake should 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 the empty rake, the operating staff (Commercial stff, if no Operating staff is posted at that station) will ensure that the destination of the loaded train is clearly mentioned on the BPC and the same BPC will then become valid up to such destination.

iii. No driver should move the loaded train from the loading point unless the destination is clearly mentioned on the BPC. BPC of the loaded train without destination will be considered 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 examination for issue of fresh BPC at a suitable examination point in the direction of movement.

v. At the destination after unloading, the rake must be examined once again in the empty condition and the above cycle repeats. In the absence of freight train examination facilities 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 will be permitted on Driver and
ITEM 2: END-TO-END RUNNING OF AIR BRAKE STOCK

Condition (i) to (vi) mentioned under item 1 shall apply for end-to-end running of Air brake stock also except item (iv) i.e. the 4 day limit will not apply to air brake stock. However, since these rakes are likely to run for extended periods on each loading cycle, the examination should be thorough and intensive to take care of such long runs.

In case empty rakes are moving on Safe to run examination BPC, the rake will be dropped for Intensive examination at nominated point before being taken for loading.

ITEM 3: BACK LOADING OF TRAINS

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 BPC issued. In cases where back loading is done at a non-TXR station, such trains can be:

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

(b) or, if that is not possible, permitted to run on a Driver & Guard's memo for which the instructions given under Para 1(v) should be followed: cont...
3.2 Running of trains on Driver and Guard’s memo will be permitted only upto the first freight train examination point in the direction of train movement.

ITEM 4: VALIDITY OF BRAKE POWER CERTIFICATE FOR CLOSE CIRCUIT AIR BRAKE RAKES:

As per instructions issued vide Board’s letter No.87/M(N)/951/31 dt.22/8/1994, BPC of air brake stock running in close circuit shall remain valid for 4500 Kms.(6000 Kms for CC rakes of ‘A’ Category CC bases) In case it is seen that the record of the distance covered by the rake is discontinuous or not mentioned properly, the BPC will be deemed to be valid for only 15 days.(20 days for CC rakes of ‘A’ Category CC bases) from the date of issue. It is the responsibility of the crew to check that entries regarding distance are clearly and continuously recorded.

The air braked close circuit rakes shall be offered for periodical maintenance examination(PME) in empty condition at the CC base depot who formed the CC rake originally.

Rake integrity, as listed in the BPC should be maintained. However, upto 4 wagons(equivalent to 10 FWUs) may be replaced by good examined wagons in the entire run between two PMEs

In case of clearance of stabled loads, instructions contained in Board’s letter No.2000/Safety(A&R)/19/35 dt. 31.7.2001 should be followed

Marking of ROH/POH: ROH & POH wagons from CC rakes will be marked and detached at base depots only.

ITEM 5: STANDARDISATION OF BRAKE POWER CERTIFICATE

Since the existing BPC format was having certain discrepancies, the same has been modified. A copy of the modified format is enclosed. Zonal railways must ensure that, in future. BPCs for CC rakes and end-to-end rakes are issued as per the modified format only.

Zonal railways may issue detailed joint instructions for C&W examination of freight trains on the above guidelines. In terms of Board’s letter No.78/M(W)814/8 Vol.II dt.1.10.80 and 91/M(N)/951/31 dt.24.3.95, this exercise should be done jointly by Operating and Mechanical departments every year in line with the changes in traffic pattern.

Cont.
It will be the responsibility of the Operating and Mechanical Departments in the zonal railways to ensure that JPO issued for the railway is not violative of any of the provisions of the JPO issued by the Board in any manner and no train should run without proper and valid BPC.

This issues with approval of Board(MM & MT).

25/10/04

(AJAY KUMAR PUTHIA)
Executive Director Mech. Engg.(Fr.)
Railway Board
BRAKE POWER CERTIFICATE FOR AIR BRAKE (GOODS) 
CLOSE CIRCUIT RAKES

ISSUED BY: (Exam. Point/Div./Railway)

NOMINATED CLOSE CIRCUITS

DATE

BPC No.

INSTRUCTIONS

A. GAIRD AND DRIVERS:

1. Before starting the train, guard and driver should ensure:
   i) Continuity of air pressure from first to last vehicle of the train.
   ii) Check pressure in each brake cylinder connected in the train.
   iii) Check brake line connections.

2. Driver and guard should correctly log the kilometers earned

B. STATION STAFF:

1. They should be vigilant for averting any theft or tempering with this rake. Any incident of theft/tempering to be reported to TXR Control and entry made in the space provided.

THIS CERTIFICATE IS VALID FOR 4500 Kms (6000 Kms for shake movements)
परीक्षण रथण पर गाड़ी परीक्षण कृपया गरें:

TO BE FILLED AT THE ORIGINATING EXAMINATION POINT BY TRAIN EXAMINING STAFF.

3. ट्रेन नं.
   Train No.

4. इंजन नं.
   Loco No.

5. भार एवं राक्षक
   Load & stock

6. कुल ब्रेक शिलेन्दर
   Total No. of Blk. Cyls.

7. कार्यरत ब्रेक शिलेन्दर
   No. of Operating Cyls.

8. ब्रेक प्रवाह प्रतिशत
   Brake Power %

9. वायु दबाव प्रथम पर:
   इंजन में
   Air pressure on dep.: On Loco
   किग्राम, रेंजी
   KG/CM²
   ब्रेक मान पर
   On Blk. Vans
   किग्राम, रेंजी
   KG/CM²

10. गाड़ी पर इंजन लगाने का समय
    Engine on train

11. वायु दबाव तैयार होने का समय
    Air pressure ready at

बैगनों की कम बढ़ता:

LIST OF WAGONS IN ORDER

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पाइवर का नाम एवं हस्ताक्षर
DRIVER'S NAME & SIGN

गार्ड का नाम एवं हस्ताक्षर
GUARD'S NAME & SIGN

डीजे/से का नाम एवं हस्ताक्षर
JE/SE NAME & SIGN
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<th>S.No.</th>
<th>DATE (DD/MM)</th>
<th>LOCO NO.</th>
<th>TRAIN NO.</th>
<th>DRIVER NAME/ID</th>
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** PARTICULARS OF WAGONS DETACHED ENROUTE **

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<th>DATE</th>
<th>LOCO No.</th>
<th>DR's NAME</th>
<th>DR's HQ</th>
<th>PROBLEMS &amp; ACTION TAKEN</th>
<th>NATURE OF STAFF</th>
<th>SIGN OF STAFF</th>
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Emoticon problems noticed & attention given

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MAKE CONTINUITY REVALUATION AT LOADING POINTS WITHIN THEIR NEAREST EXAMINATION POINTS BY TRAIN EXAMINING STAFF.


**INSTRUCTION**

A. **GUARDS AND DRIVERS:**

Before starting the train, guard and driver should ensure:

i) The brake pipe of the first coach must be disconnected before starting.

ii) Continuity of vacuum from first to last vehicle of the train.

iii) If BPC is invalid, inform the Control Office and take necessary instructions from C&W controller.

BPC is invalid if:

1. The brake pipe of the first coach is disconnected.
2. Continuity of vacuum is not maintained from the first to the last coach.
3. Brake pipe is not in use.

**THIS CERTIFICATE IS INVALID:**

1. Provided the empty examined rake reaches the loading point within 4 days of the issue of BPC.
2. Provided the destination is not mentioned on the BPC of the loaded train.
3. Provided the composition of the rake is not changed by 10 or more Four-Wheeler Units.
4. Provided the rake is not stalled for more than 24 hours, in 'train examination yard.
The outgoing driver and guard will satisfy themselves from the listed wagon numbers that the Brake Power Certificate pertains to their train. Without relief, it shall be delivered to the nominated authority, who will give it to the incoming driver. The incoming driver will hand over the Brake Power Certificate to the relieving driver. If the relieving driver is not available, the nominated authority will give it to the incoming driver.

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<tr>
<th>Date</th>
<th>Loco No.</th>
<th>DR's name &amp; HQ</th>
<th>Problems &amp; action taken</th>
<th>Sign of driver</th>
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**NOTES:**
- The outgoing driver and guard will satisfy themselves from the listed wagon numbers that the Brake Power Certificate pertains to their train.
- Without relief, it shall be delivered to the nominated authority, who will give it to the incoming driver.
- The incoming driver will hand over the Brake Power Certificate to the relieving driver. If the relieving driver is not available, the nominated authority will give it to the incoming driver.
This Brake Power Certificate is valid:

i. Provided the destination is mentioned on the BPC of the loaded train.
ii. Provided the composition of the train is not changed by 4 or more wagons.
iii. Provided the rate is not raised for more than 24 hours in train examination yard.

The certificate is signed by the train inspection officer.
### LIST OF WAGONS IN ORDER

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### BRAKE CONTINUITY / REVALIDATION AFTER LOADING AT LOADING POINT OR THE NEAREST EXAMINATION POINT BY TRAIN EXAMINING STAFF:

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<tr>
<th>No.</th>
<th>Station</th>
<th>Rly.</th>
<th>Date</th>
<th>Loco No.</th>
<th>Pr. Ready at</th>
<th>Abnormality observed</th>
<th>Signature</th>
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### ENROUTE PROBLEMS NOTICED & ATTENTION GIVEN:

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<tr>
<th>Date</th>
<th>Loco No.</th>
<th>DR's name &amp; HQ</th>
<th>Problems &amp; action taken</th>
<th>Sign of driver</th>
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### OUTSIDE / NOTES:

1. A copy of the brake power certificate shall be handed over to the incoming driver when the outgoing driver hands over to the incoming driver. The incoming driver shall be relieved of the brake power certificate by the outgoing driver.

2. The incoming driver shall be relieved of the brake power certificate by the outgoing driver.

The outgoing driver and guard will satisfy themselves from the listed wagon numbers that the brake power certificate pertains to their train.

### SIGNATURE

- Driver's Name & Sign
- Guard's Name & Sign
- JESE (C&W) Name & Sign