SUB: Marking of freight stock for POH/ROH

During the last COM's conference at Railway Board on 23/4/03, some of the railways explained the problems being faced due to marking of POH/ROH stock at isolated places in small number. It is seen that most of the railways have well established system for this and some of them have also incorporated it in their respective JPOs. Following guidelines are being issued in this regard:

i. Based on arising, CRSE and CFTM may nominate the points to mark different type of wagons for POH/ROH. While nominating the points, pattern of freight movement should be taken into consideration to avoid a situation in which the stock continues to repeatedly touch other than nominated points. The list of nominated points may be revised once in a year (or earlier) to take care of change in freight pattern.

ii. The list of nominated points should be advised by CRSE to all the zonal railways and Board to facilitate planning and inter railway movement of stock for POH/ROH.

iii. At other than the nominated points, train examining staff should stencil "TO BE BOOKED FOR POH/ROH" as the case may be so that the wagon gets detached at the subsequent nominated point.

iv. For CC rakes, the marking will be done at the CC bases.

v. Current instructions for undertaking ROH/POH of wagons as given in Rule No. 2.17.6 (with correction slip No. 37) of IRCA Pt III are reproduced below:

a) "Empty wagon will be marked sick for ROH upto 30 days in advance of the due date"
b) Loaded wagons may be allowed up to 30 days after the due date for ROH.

c) Wagons placed in sick lines with proper ROH facilities must be given ROH, if last ROH/POH was given more than 17 months ago.

vi. The above provisions are to be followed without any exception. If any wagon (loaded/empty) beyond the above mentioned time limit is detected at any point (nominated/other than nominated), it should be marked and detached for ROH/POH immediately, so that there is no overdue running.

(A.K. PUTHIA)
Executive Director Mech Engg. (Fr.)
Railway Board

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NCO/IRCA, for information and necessary action.