भारत सरकार GOVERNMENT OF INDIA
रेल मंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110001, dt. [illegible]

No.2005/M(N)/951/13

February 8, 2006

The General Managers (Open Line)
All Indian Railways

Sub.: **Freight Train Examination**

Following changes have been approved by Board (MM, MT & CRB), in freight train examination to reduce "Turn-round of freight stock":

i) *The freight trains will be subjected to only intensive examination either for end-to-end operation or for CC operation. The practice of safe to run examination of fr[illegible] train per se may be discontinued.*

ii) *En-route rolling in examination of freight trains may be discontin[illegible]. However, rolling in examination as part of intensive examination (end to end / CC) will continue.*

iii) *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 driver as per Proforma enclosed.*

iv) *After tippling, the rake will be subjected to post-tippling examination. In case less than 3 rakes are being tippled per day, the check may be carried out by guard and driver as per proforma enclosed. In case 3 or more trains are being tippled, post tippling check will be done by skeleton TXR staff.*

v) *GMs may take a decision to close or open freight train examination points in consultation with CMEs and COMs. However, while closing a freight train examination point, in addition to other aspects they should ensure that unexamined lead (after unloading before next TXR point) of trains running on end-to-end pattern does not exceed 400 kms. Moreover, concerned adjoining zonal railways and Board will be kept informed of closure/opening of TXR point.*

vi) *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 traffic exceeds two rakes per day.*

vii) *CC rakes should be used for round trip operation on identified circuits. In BPC, the names of the zones over which it is valid should only be mentioned.*

viii) *No other type of examination should be required to be specified by zonal railways as all the requirements are taken care of by the JPO issued by the Board.*

ix) *Number of CC rakes should be increased. Movement of CC rakes should be monitored with the help of FOIS to contain their loss. In case, loss of CC rakes is more than 5% of rakes being operated, this should be reviewed at higher levels.*

Kindly acknowledge the receipt of this letter and take necessary action.

8.2.06
(A. K. PUTHIA)
EDME (Frt.)

Encl.: As above
Copy to:
EDTT/M – for information and necessary action

O/C

Post Loading/Post Tippling Checks by the Guard and the Driver

Items to be Checked by Guard and Drivers

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 Driver 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 Driver)

Driver's Name .....

(Signature of Guard)

Guard's Name .....

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