GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.94/M(N)/951/57/Vol.II/Pt. **Dated: 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/Safety9A&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)/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."

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

As is	As modified
CC rakes (i) This certificate is valid for 4500 kms	(i) This certificate is valid for 4500 Kms(6000 Kms for rakes maintained by 'A' Category CC bases)
(iii) Provided the rake is not stabled for more than 24 hrs.	(iii) Provided the rake is not stabled for more than 24 hrs. in train examination yard.
End-to-End Running This certificate is valid ; Provided the rake is not stabled for more than 24 hrs.	This certificate is valid: Provided the rake is not stabled for more than 24 hrs. in train examination yard

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)

25/10/04

(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

Vkm/oct04

No.94/M(N)/951/57/Vol.II dt. 25/10/04

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 staff, 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 upto 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

VI

Guard's certificate for which the following instructions should be followed:

(a) Driver and Guard will ensure vacuum/air pressure continuity before starting.

(b) Guard and the Driver will ensure that there are no loose or missing fittings in the undergear (such as brake blocks, safety brackets, draw gear pins, brake gear pins etc.) which may endanger the safe running of the train.

(c) Driver and Guard can then prepare the memo jointly on a plain sheet in triplicate and both Driver and Guard will sign it. One copy each will be retained by the Driver and Guard and third copy will be handed over to Station Master.

vi In case of clearance of stabled loads, instructions contained in Board's letter No.2000/Safety9A&R)/19/35 dt.31/7/01 should be followed.

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

ब्रेक पावर प्रमाण पत्र वायु ब्रेक (मालगाड़ी) पूर्व नियोजित चक्र यात्रा के लिए

BRAKE POWER CERTIFICATE FOR AIR BRAKE (GOODS) CLOSE CIRCUIT RAKES

जारी किया : (परीक्षण स्थल /मण्डल/ रेलवे)

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

पूर्व निश्चित सर्किट

NOMINATED CLOSE CIRCUITS

दिनांक

DATE

प्रमाण पत्र सं

BPC No.

निर्देश

INSTRUCTIONS

A. गार्ड एवं ड्राइवर

GUARDS AND DRIVERS:

1. गाड़ी को चलाने से पहले गार्ड एवं ड्राइवर सुनिश्चित करें:

   Before starting the train, guard and driver should ensure:-

   i) प्रथम वैगन से अंतिम वैगन तक वायु दबाव की निरंतरता ।

   Continuity of air pressure from first to last vehicle of the train.

   ii) ब्रेक पावर प्रमाण पत्र की वैधता । यदि प्रमाण पत्र अवैध है तो सेक्शन कंट्रोलर को सूचित करें व सी.डी.एम.ई. कैरेज कंट्रोलर से उचित निर्देश प्राप्त करें ।

   Validity of BPC. If found invalid, inform the Control Office immediately and take necessary instructions from carriage control/Sr. DME.

2. ड्राइवर व गार्ड अर्जित किलो मीटर को ठीक व साफ ढंग से लिखें ।

   Driver and guard should correctly log the kilometers carned

B. स्टेशन स्टाफ STATION STAFF.

1. गाड़ी के साथ अनाधिकृत छेड़छाड़ व चोरी के प्रति सतर्क रहें । इस प्रकार की किसी भी घटना की सूचना तत्काल सेक्शन कैरेज कंट्रोलर को दें व इसे दिये गए स्थान पर करें ।

   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.

यह प्रमाण पत्र 4500 किलो मीटर वैध है: (इस के टेगरी सी सी ब्रेक के लिये 6000 किमी)

1 यदि अर्जित किलो मीटर को लगातार व ठीक ढंग से लिखा गया हो । अगर नहीं तो ब्रेक पावर प्रमाण पत्र की वैधता जारी की गई दिनांक से केवल 15 दिन होगी ।

2 यदि मार्ग में गाड़ी की अभिरचना भंग न की गई हो और गाड़ी में केवल लिखित वाले ही हों ।

3 यदि गाड़ी को 24 घंटे से अधिक/रुके नहीं किया गया हो । (ट्रेन इन्स्पेक्शन यार्ड में)

4 यदि गाड़ी पूर्व निश्चित सर्किट पर ही चल रही हो ।

THIS CERTIFICATE IS VALID FOR 4500 Kms (6000 Kms for Goods marshalled in A Category CC Brakes)

i. Provided the kilometrage have been logged in correctly and continuously, if not, BPC will be deemed to be valid for 15 days only from the date of issue of BPC.
ii. Provided the rake integrity is not changed and only listed wagons are included.
iii. Provided the rake is not stabled for more than 24 hours. in Train examination yard.
iv. Provided the rake is running in pre-defined close circuit as mentioned above.

C. परीक्षण स्थल पर गाड़ी परीक्षक कृपया भरें :

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 स्टाक
Load & stock

6. कुल ब्रेक सिलेन्डर
Total No. of Bk.Cyls.

7. कार्यरत ब्रेक सिलेन्डर
No. of Operating Cyls

8. ब्रेक पावर प्रतिशत
Brake Power %

9. वायु दबाव प्रस्थान पर : इंजन में किग्रा. सें.मी.² ब्रेक वान पर किग्रा. सें.मी.²
Air pressure on dep.: On Loco KG/CM² On Bk. Van KG/CM²

10. गाड़ी पर इंजन लगने का समय
Engine on train

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

वैगनों की क्रम बद्धता :

LIST OF WAGONS IN ORDER

क्रमांक S.No	वैगन नं. WAGON No.	क्रमांक S.No.	वैगन नं. WAGON No.	क्रमांक S.No.	वैगन नं WAGON No.
1		21		41	
2		22		42	
3		23		43	
4		24		44	
5		25		45	
6		26		46	
7		27		47	
8		28		48	
9		29		49	
10		30		50	
11		31		51	
12		32		52	
13		33		53	
14		34		54	
15		35		55	
16		36		56	
17		37		57	
18		38		58	
19		39		59	
20		40			

ड्राइवर का नाम व हस्ताक्षर DRIVER'S NAME & SIGN	गार्ड का नाम व हस्ताक्षर GUARD'S NAME & SIGN	JE/SE का नाम व हस्ताक्षर JE/SE(C&W) NAME & SIGN

D. मालगाड़ी द्वारा तय की गई दूरी (ड्राइवर कृपया भरें)

DISTANCE TRAVELLED (TO BE FILLED BY DRIVERS)

क्रमांक S.No.	दिनांक DATE	लोको नं. LOCO NO.	ट्रेन नं. TRAIN NO.	ड्राइवर का नाम हेडक्वार्टर DRIVER NAME/HQ	कहाँ से FROM	कहाँ तक TO	कि.मी. KMS	कुल कि. मी. CUM. KMS	ड्राइवर के हस्ताक्षर DRIVER'S SIGN

मार्ग में काटे गए वैगनों के विवरण :

PARTICULARS OF WAGONS DETACHED ENROUTE

1.

2.

3.

4.

5.

E. ब्रेक निरंतरता/वैधता की पुनः जांच, लोडिंग स्थल पर या निकटतम परीक्षण प्वाइंट पर गाड़ी परी

BRAKE CONTINUITY / REVALIDATION AT LOADING POINTS (OR THEIR NEAREST EXAMINATION POINTS) BY TRAIN EXAMINING STAFF.

क्रमांक S.No.	स्टेशन STATION	रेलवे RLY	दिनांक DATE	लो को नं. LOCO NO.	वायु दबाव तैयार रखा PR. READY AT	पाई गई विषमता ABNORMALITY OBSERVED	हस्ताक्षर SIGN

F. मार्ग में पाई गई कठिनाईयां एवं निवारण

ENROUTE PROBLEMS NOTICED & ATTENTION GIVEN

दिनांक DATE	लो को नं. LOCO No.	ड्राइवर का नाम DR's NAME	ड्रा.का हे.क्वा. DR's HQ	कठिनाइयां निवारण PROBLEMS & ACTION TAKEN		ड्राइवर व स्टेशन स्टाफ के हस्ताक्षर SIGN OF DR./STN. STAFF
				स्टेशन STN	प्रकार NATURE	

...न ब्रेक पावर प्रमाण पत्र वेक्यूम ब्रेक (मालगाड़ी) ...

...SIVE BRAKE POWER CERTIFICATE FOR VAC. BRAKE(GOODS)

(END TO END RUNNING)

जारी किया : (सघन परीक्षण स्थल /मण्डल/ रेलवे)

ISSUED BY: (Intensive Exam. Point/Div./Rly)

गन्तव्य स्थान
Destination

दिनांक
Date

प्रमाण पत्र सं.
BPC No.

ट्रेन सं.
Train No.

इंजन सं.
Loco No.

भार एवं स्टाक
Load & stock

फुल ब्रेक रिलेन्डर
Total No. of Bk.Cyls

कार्यरत ब्रेक सिलिण्डर
No. of Operating Cylinders

ब्रेक पावर प्रतिशत
Brake Power %

वैक्यूम प्रस्थान पर : इंजन में
Vacuum on dep.: On Loco

से.मी.
CM

ब्रेक वान पर
On Bk. Van

से.मी.
CM

निर्देश INSTRUCTIONS

A. गार्ड एवं ड्राइवर GUARDS AND DRIVERS:

गाड़ी को चलाने से पहले गार्ड एवं ड्राइवर सुनिश्चित करें: Before starting the train, guard and driver should ensure:-

i) ...भरी हुयी मालगाड़ी के ब्रेक पावर प्रमाण पत्र पर गन्तव्य स्थान न लिखा हो, गाड़ी न चलायें ।

No driver should move the loaded train from the loading point unless the destination is clearly mentioned on the Brake Power Certificate.

ii) प्रथम वैगन से अंतिम वैगन तक वैक्यूम की निरंतरता ।

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

iii) यदि ब्रेक पावर प्रमाण पत्र अवैध है तो सेक्शन कंट्रोलर को सूचित करें व कैरेज कंट्रोलर से उचित निर्देश प्राप्त करें ।

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

यह प्रमाण पत्र वैध है:

1. यदि खाली मालगाड़ी ब्रेक पावर प्रमाण पत्र जारी किये जाने के 4 दिन के अन्दर ही लोडिंगपाइंट पर पहुंचती है ।
2. यदि भरी हुयी मालगाड़ी के ब्रेक पावर प्रमाण पत्र पर गन्तव्य स्थान लिखा हो ।
3. यदि गार्ड में 10 (FW) यूनिट या अधिक वैगन गाड़ी में जोड़े या काटे नहीं गये हों ।
4. यदि गाड़ी को 24 घंटे से अधिक खड़ा नहीं किया गया हो । ट्रेन इक्जामिनेशन यार्ड में

THIS CERTIFICATE IS VALID :

1. Provided the empty examined rake reaches the loading point within 4 days of the issue of BPC
2. Provided the destination is 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 stabled for more than 24 hours. in 'train' examination yard.

C. वैगनों की स्थिति / LIST OF WAGONS IN ORDER:

क्रमांक S.No.	वैगन नं. WAGON No.	क्रमांक S.No.	वैगन नं. WAGON No.	क्रमांक S.No.	वैगन नं. WAGON No.	क्रमांक S.No.	वैगन नं. WAGON No.
1		19		37		55	
2		20		38		56	
3		21		39		57	
4		22		40		58	
5		23		41		59	
6		24		42		60	
7		25		43		61	
8		26		44		62	
9		27		45		63	
10		28		46		64	
11		29		47		65	
12		30		48		66	
13		31		49		67	
14		32		50		68	
15		33		51		69	
16		34		52		70	
17		35		53		71	
18		36		54		72	

D. मार्ग में पाई गई कठिनाईयां एवं निवारण / ENROUTE PROBLEMS NOTICED & ATTENTION GIVEN:

दिनांक Date	लो कं नं. Loco No.	ड्राइवर का नाम/ हे.क्वा. DR's name & HQ	कठिनाइयां निवारण Problems & action taken	ड्राइवर के हस्ताक्षर Sign of driver

D. सूचनायें / NOTES:

1. आने वाला ड्राइवर प्रमाण पत्र कर्ण मुक्त करने वाले ड्राइवर को सौंप देगा। यदि वह बिना एवजी (रिलीफ) के गाड़ी ले जाता है तो वह इसे नामित अधिकारी के नाम जमा कर देगा जो कि इसे जाने वाले ड्राइवर को देगा।

The incoming driver shall handover the Brake Power Certificate to relieving driver. If he is leaving the train without relief, it shall be deposited with the nominated authority, who will give it to the outgoing driver.

2. जाने वाला ड्राइवर और गार्ड दिए गए वैगनों के नंबर के बारे में अपने आप को संतुष्ट कर लेंगे कि प्रमाण पत्र उनकी गाड़ी से सम्बंधित है।

The outgoing driver and guard will satisfy themselves from the listed wagon numbers that the Brake Power Certificate pertains to their train.

ड्राइवर का नाम व हस्ताक्षर DRIVER'S NAME & SIGN.	गार्ड का नाम व हस्ताक्षर GUARD'S NAME & SIGN.	TXR का नाम व हस्ताक्षर JE/SE (C&W) NAME & SIGN.

...ग ब्रेक पावर प्रमाण पत्र वायु ब्रेक (मालगाड़ी) छोर से छोर यात्रा के लिए

...ISIVE BRAKE POWER CERTIFICATE FOR AIR BRAKE(GOODS)
(END TO END RUNNING)

जारीकर्ता (नामांकित सघन परीक्षण स्थल /मण्डल/ रेलवे)
ISSUED BY: (Nominated Intensive Exam. Point/Div./Rly)

गन्तव्य स्थान
Destination

दिनांक
Date

प्रमाण पत्र सं.
BPC No.

ट्रेन सं
Train No.

इंजन सं.
Loco No.

भार एवं स्टाक
Load & stock

कुल ब्रेक सिलेन्डर
Total No. of Bk.Cyls.

कार्यरत ब्रेक सिलेन्डर
No. of Operating Cylinders

ब्रेक पावर प्रतिशत
Brake Power %

वायु दाब प्रस्थान पर : इंजन में
Air pressure on dep.: On Loco ____ कि.ग्रा./सें.मी.^{2} KG/CM^2

ब्रेक वान पर ____ कि.ग्रा./सें.मी.^{2} KG/CM^2 On Bk. Van

निर्देश INSTRUCTIONS

A. गार्ड एवं ड्राइवर GUARDS AND DRIVERS:

गाड़ी को चलाने से पहले गार्ड एवं ड्राइवर सुनिश्चित करें Before starting the train, guard and driver should ensure

i) ...ने वाला गाड़ी पूरी भारमाड़ी के ब्रेक पावर प्रमाण पत्र पर गन्तव्य स्थान न लिखा हो, गार्ड व ड्राइवर ।
The driver should move the loaded train from the loading point unless the destination is clearly mentioned on the Brake Power Certificate.

ii) ...ाम ट्रेन से अंतिम वेगन तक वायु दाब की निरंतरता ।
Continuity of air pressure from first to last vehicle of the train.

iii) यदि ब्रेक पावर प्रमाण पत्र अवैध है तो संबन्धित कंट्रोल कार्यालय सूचित करें व कंट्रोल कार्यालय से अंतिम निर्देश प्राप्त करें ।
If BPC is invalid, inform the Control Office and take necessary instructions from CCW/ controller

यह प्रमाण पत्र वैध है
i यदि भारी गाड़ी के ब्रेक पावर प्रमाण पत्र पर गन्तव्य स्थान न लिखा हो ।
ii यदि गाड़ी के संयोजन में 4 या अधिक वैगनों का परिवर्तन न किया गया हो ।
iii यदि गाड़ी को चलने से पहले 24 घंटे से अधिक/अधिक समय तक स्थिर न किया गया हो । ट्रेन एक्जामिनेशन यार्ड में

THIS CERTIFICATE IS VALID :
i. Provided the destination is mentioned on the BPC of the loaded train.
ii. Provided the composition of the rake is not changed by 4 or more wagons
iii. Provided the rake is not stabled for more than 24 hours. in Train examination yard.

गाड़ी की क्रम सूची / LIST OF WAGONS IN ORDER:

क्रमांक S.No.	वैगन नं. WAGON No.	क्रमांक S.No.	वैगन नं. WAGON No.	क्रमांक S.No.	वैगन नं. WAGON No.	क्रमांक S.No.	वैगन नं. WAGON No.
1		16		31		46	
2		17		32		47	
3		18		33		48	
4		19		34		49	
5		20		35		50	
6		21		36		51	
7		22		37		52	
8		23		38		53	
9		24		39		54	
10		25		40		55	
11		26		41		56	
12		27		42		57	
13		28		43		58	
14		29		44		59	
15		30		45			

C. लोडिंग के बाद ब्रेक निरंतरता/वैधता की जांच, लोडिंगस्थल या निकटतम परीक्षण प्वाइंट पर गाड़ी परीक्षक द्वारा

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

क्रमांक S.No.	स्टेशन Station	रेलवे Rly.	दिनांक Date	लोको नं. Loco No.	वायु दबाव तैयार समय Pr. Ready at	पाई गई विषमता Abnormality observed	हस्ताक्षर Signature

D. मार्ग में पाई गई कठिनाईयां एवं निवारण / ENROUTE PROBLEMS NOTICED & ATTENTION GIVEN:

दिनांक Date	लोको नं. Loco No.	ड्राइवर का नाम/हेडक्वा. DR's name & HQ	कठिनाइयां निवारण Problems & action taken	ड्राइवर के हस्ताक्षर Sign of driver

E. सूचनायें / NOTES:

1. जाने वाला ड्राइवर प्रमाण पत्र वापस करने वाले ड्राइवर को सौंप देगा। यदि वह बिना एवजी (Relief) के गाड़ी को छोड़ने जा रहा है तो उसे नामित अधिकारी के नाम जमा कर देगा जो कि इसे जाने वाले ड्राइवर को देगा।
The incoming driver shall handover the Brake Power Certificate to relieving driver. If he is leaving the train without relief, it shall be deposited with the nominated authority, who will give it to the outgoing driver.
2. जाने वाला ड्राइवर और गार्ड दिए गए वैगनों के नंबर के बारे में अपने आप को संतुष्ट कर लेंगे कि प्रमाण पत्र संबंधी गाड़ी से सम्बंधित है।
The outgoing driver and guard will satisfy themselves from the listed wagon numbers that the Brake Power Certificate pertains to their train.

ड्राइवर का नाम व हस्ताक्षर DRIVER'S NAME & SIGN.	गार्ड का नाम व हस्ताक्षर GUARD'S NAME & SIGN.	TXR का नाम व हस्ताक्षर JE/SE (C&W) NAME & SIGN.