7. There should be no loose fittings/ hanging parts like push/pull rod, Brake beam, Safety brackets, brake blocks etc. which may endanger safe running of the train.



8. Doors of wagons should be closed and locked/ secured.



9. Any other abnormality noticed, necessary action should be taken. Special attention should be given to Axle Box Cover Plate, Pull Rod and Control Rod, SAB, Hand Brake Wheel Rod, Hand Brake Connecting lever, Lever for empty/load device, AR tank and AR Safety Strap.

10. Guard and Driver shall prepare a memo jointly in triplicate indicating the brake power and deficiency, if any, and shall append their signatures and both of them shall retain a copy of the same. Guard should obtain SM/YM's endorsement on two copies of joint memo and hand over the third for SM/YM's record.

11. Continuity of the brake pipe pressure is confirmed through VHF/Whistle code before starting the train.

Brake Power Certificate (BPC) is valid, provided –

(i). It is issued from the nominated examination point and rake is examined in empty condition.

ii). The rake integrity is not disturbed by more than 4 VUs. (Only intensively examined wagons given fitness by train examining supervisor may be allowed to be attached)

iii). The period of 12 days from the date of issue has not been expired. However, if the BPC of a loaded premium rakes expires enroute, it shall be permitted 3days grace period beyond 12 days to avoid examination in loaded condition.

iv). The rake/load is not stabled for more than 24 hours in train examination yards.

v). After each loading/unloading, the rake has been subjected to GDR check as per the instructions.

vi). It is the primary responsibility of the Guard (being in charge of the train) as well as of Driver and station staff for not allowing train running on invalid BPC in violation of the existing instructions.

vii). In case, Guard and Driver notice that BPC is invalid, it should be brought to the notice of station staff and train has to be offered for examination at the same point(if it is a train examination point) or at the first examination point.

(For official use only)

सत्यमेव जयते

Guard and Driver Check For freight stock

CAMTECH/2008/M/GDR – SEPT -2008

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Note:-
The contents of this pamphlet are informative and not statutory. For more in depth information and details, the reference may be made to the relevant codes and report available on the subject.

If you have any suggestion or comments, please write to:
Director (Mech.), CAMTECH, Maharajpur, Gwalior (M.P.)-474005

Guard and Driver Check

Guard and Driver (GDR) Check has been introduced to take care of an eventuality that the rake, which is to be offered for examination after completion of the loading and unloading cycle is required to travel for another 300-400 kms before hitting the first TXR/ JE(C&W) point in the direction of movement.

Examination due should not be avoided by taking trains through bypass routes or through yards, which are not nominated for examination.

Important Instructions for Guard, Driver and Station staff:

a). It is primary responsibility of the Guard (being in charge of the train) as well as of the Driver and Station staff for not allowing train running on invalid BPC in violation of the existing instructions.

b). In case, Guard and Driver notice that BPC is invalid, it should be brought to the notice of station staff and the train has to be offered for examination at the same point (if it is a train examination point) or at the first examination point in the direction of movement after carrying out GDR check.

c). At each loading/unloading point before starting the train, Driver, Guard and station staff shall ensure that the BPC is valid and follow the instructions as per Railway Board's letter no. 2000/safety (A&R)/19/35 of dated 31.07.2001.

IMPORTANT

The train should be subjected to GDR check as per the GDR Checklist.

It is primary responsibility of the Guard as well as of the Driver and Station staff for not allowing train running on invalid BPC.

GDR CHECK LIST:

ITEMS TO BE CHECKED BY GUARD & DRIVER:

1. Rake integrity is not disturbed by more than 4 VUs. Only intensively examined wagons given fitness by train examination staff are attached.



2. All CBCs and Air Hoses are properly coupled and locked.



3. All angle Cocks should be in open condition.



4. The rear most wagons' angle cock should be in closed condition.



5. Empty/Load device's handle should be in proper condition.



6. Hand Brakes should be released.

