

NORTH CENTRAL RAILWAY

Circular No. 10/12/MECH,ALD/C&W

Headquarters Office

Mechanical Branch

Allahabad

Date: 16.07.2012.

No. Mech./821-II/12/P/JPO

Sr. DME (C&W)
North Central Railway,
ALD/AGC/JHS

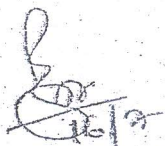
Sr. DOM
North Central Railway,
ALD/AGC/JHS

Sub: JPO regarding Pattern of 'Freight Train Examination' on North Central Railway.

Ref: Railway Board's letter No. 94/M(N)/951/57/Vol.II dated 25.10.2004.

Based on guidelines issued by Railway Board and other instructions issued from time to time, the JPO for "Pattern of freight train examination" over North Central Railway is being issued for your kind information please.

DA: As above


(V. J. Singh)
Dy. CME (C&W)

Copy to:

-CFM/NCR/ALD: For information please.

JOINT PROCEDURE ORDER

No. Mech./821-II/12/Pt/JPO

Dated 10.07.12

PATTERN OF FREIGHT TRAIN EXAMINATION ON N.C. RAILWAY

Based on guidelines issued by Railway Board and other instructions issued from time to time, the JPO for pattern of freight train examination over North Central Railway is being issued for compliance. This will supersede all earlier instructions in this regard.

1. **Examination Yard in North Central Railway:**

Examination Point	Division	Category	Type of examination	Type of Stock to be examined
GMC (Kanpur)	ALD	'F'	Premium end to end (PEE) & End to end (EE)	BCN
ICD GMC (CPC)	ALD	'C'	Closed Circuit (CC) & Revalidation	Container Wagon (BLCA/ BLCB)
ICD/DER	ALD	'A'	Closed Circuit (CC), End to end & Revalidation	Container Wagon (BLCA/ BLCB)
JHS	JHS	'C'	Premium end to end (PEE) & End to end (EE)	BCN, BOXN (Off POH), BOBYN, Military stock (BWTB/ BWTB) etc.
BAAD	AGC	'A'	Closed Circuit (CC) Premium end to end (PEE) & End to end (EE)	BTPN & 4-Wh. Tank wagon

2. **Type of examination** The following types of examinations of freight trains will be conducted on North Central Railway.

- End to End Examination.
- Premium end to end Examination.
- Close Circuit Examination.
- Safe to Run/Revalidation of BLC Rakes

2.1.1 **End to end running of UIC Rakes** (Ref: Rly.Bd's letter No. 94/M(N)/951/57/Vol.II dated 25.10.04):

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 station/sidings. After such intensive

examination the empty rake should be moved to the loading station as per requirement of traffic.

- (ii) The BPC of empty rake may have no destination mentioned over it, 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 the same 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 first examination point in the direction of movement.
- (v) At the destination after unloading, the rake must be examined 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 guard's certificate for which the following instructions should be followed:*
 - a) Driver and Guard will ensure vacuum /pressure continuity before starting.
 - b) Guard and Driver will ensure that there are no loose or missing fitting in the under gear (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 will then prepare the memo jointly on a plain paper in triplicate and both Guard and Driver will sign it. The Driver & Guard will retain one copy each and hand over the third copy to Station Master/Yard Master.
- vi) In case of clearance of stabled loads, instructions contained in Board's letter No. 2000/Safety (A&R)/19/35 dated 31.07.01 should be followed:

2.1.2 End to end running of Air Brake Stock: (Ref: Rly. Bd's letter No. 94/M(N)/951/57/Vol.II dated 25.10.04)

Condition (i) to (v) of item 2.1.1 shall apply for end to end running of Air Brake stock also, except item (iv) mentioned under item 2.1.1 (i.e. the 4 days 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.

2.1.3 Back loading of trains: When back loading is done in a train running on End to End BPC at a station where freight train examination facilities exist, the loaded rake should be examined at that station only and the BPC issued. In cases where back loading is done at a non-TXR station, such trains can be moved on Drive and Guard's certificate up to first train examination point on the direction of movement for which the instructions given under item 2.1.1 (v) above should be followed.

2.2 Premium end to end examination (Ref- Railway Board letter No. M(N)/2005/Train Exam. Dated 25.5.2005, Letter No. 2005/M(N)/951/13 Dated 7.04.2006 and even no dated 25.04.2006, 31.1.2007 & 13.4.2007):

As per instruction of Railway Board Premium end to end examination of air brake stock started at GMC & JHS Yard from April-2006 and Baad from April-2007 on N.C. Railway with following terms and conditions:

- (i) Premium end to end rakes will be formed out of air brake stock like BCN, BCNA, BCNAHS, BOXN, BOXNHS, BOXNHA, BOST, BTPN, BOBRN & BOBR. Rake of BOXN/BCN wagons are being examined on premium end to end pattern at GMC & JHS. Rake of BTPN wagons are examined on premium end to end pattern at Baad.
- (ii) Premium end to end rakes will be intensively examined in empty condition. *Such premium examination points should be upgraded to "A" category.* Baad Yard is upgraded to 'A' category. JHS is categorized in 'C' Cat. & GMC is categorized in 'F' Category. Railway Board has requested to revise the category of GMC & JHS to 'A' category as the facilities for premium examination has been developed (vide this office letter No. Mech/821-II/Pt/Premium dated 26.7.11, copy enclosed as Annexure-A).
- (iii) If any of the condition i.e. examination in empty condition or examination at nominated points is not satisfied, rake will not be certified as premium end-to-end rake and operate as normal end to end rake.
- (iv) Brake Power Certificate issued for such premium end to end rakes will be valid for 12 days from the date of issue. During this 12 days period, the rakes will be allowed multiple loading/unloading. *To avoid examination in loaded condition, a grace period of 3 days be permitted.*

However, after expiry of the grace period i.e. after a lapse of 15 days after the date of issue of BPC, even a loaded premium rake shall be offered for examination at the first TXR point in the direction of movement. Further in no case Premium end to end rake shall be offered for loading through bypass routes or through yard which are not nominated for examination. After examination the rake will be certified as

2

premium rake subject to fulfillment of above mentioned conditions, otherwise as conventional end to end rake.

- (v) After each loading/unloading the rake will be examined by Guard and Driver before commencement of journey and observations will be recorded under the relevant columns of the Brake Power Certificate-Annexure -IV (a & b). *In case of mechanized loading/unloading examination by TXR (SE/C&W) will be desirable.*
 - (vi) Stipulation to form rakes out of off POH/ROH wagons as is applicable for CC rakes will not apply in cases of Premium end to end rakes. However, the rakes will be turned out with minimum 95% Brake Power.
 - (vii) Movement of Premium end to end rakes will be monitored through FOIS by Traffic and Mechanical department.
 - (viii) The format for Brake Power Certificate for premium end-to-end rake to be printed out on good quality green colour paper.
- 2.3. Closed Circuit Rakes (Ref: Rly. Bd's letter No. 94/M(N)/951/57 Vol. II/Pt. dated 25.10.04 & L.No. M(N)/2005/Train Exam. Dated 25.05.2005, L. No. 2005 /M(N)/951/13 Dated 8.2.2006 & even no. dated 29/31. 1.2007.
- (i) CC rakes will be formed in terms of instructions contained in Board's letter No.87/M(N)/951/31 dated 22.08.94 and shall consist of predominantly off POH/ROH wagons. BPC of premium CC rakes to be maintained by "A" category CC bases shall remain valid for 6000kms/ 30 days (which ever is earlier). All conventional CC rakes shall have a BPC validity of 4500kms/20 days (which ever is earlier).
 - (ii) Kilometer earning should be monitored by FOIS in addition to entries in the BPC and it should be ensured that the rake is returned to the base depot for next examination in empty condition before expiry of the BPC on km or time basis.
 - (iii) The air brake close circuit rakes shall be offered for periodical maintenance examination (PME) in empty condition at the CC base depot which formed the CC rake originally. 100% brake power shall be issued from CC examination Point.
 - (iv) Rake integrity, as listed in the BPC should be maintained. However, up to 4 wagons (equivalent to 10 FWUs) may be replaced by examined wagons in the entire run between two PMEs. *As per instruction of Railway Board's letter No. 2002/M(N)/204/10 Vol.I dated 30.7.2009, in case of BLCA/BLCB rake detachment/replacement of one unit of 5 wagons is permitted, the rake integrity is maintained for the purpose of validity of BPC.*
 - (v) In case of clearance of stabled loads, instructions contained in Board's letter No. 2000/Safety (A&R)/19/35 dated 31.07.01 should be followed.
 - (vi) **Marking of ROH/POH:** ROH & POH wagons from CC rakes will be marked and

307

2

detached at base depots only.

2.3.1 Special Condition for Examination of Container Trains (Close Circuit): (Ref- Railway Board's letter No. 2007/M(N)/951/67 Dated 19/20.11.2008): Inland Container Depot Dadri & Kanpur (GMC) of Allahabad Division is nominated for examination of BLC rakes on CC pattern over North Central Railway. As per instruction of Railway Board, following instructions should be followed for Examination of Container wagons at ICD/DER & ICD/GMC:

- i) All BLC rakes shall be based for intensive maintenance at a CC base depot nominated by Board for examination of container trains. All intensive examinations of BLC rakes shall be done in empty condition i.e. without containers on the wagons.
- ii) All CC rakes shall be given intensive examination at their base depot after which fresh BPC shall be issued to these rakes. Valid for 6000 km or 30 days, whichever is earlier; In case kilometers are not logged on BPC, the validity of BPC shall be for 15 days only from date of its issue (including the date of issue). The rake shall be returned back to its base depot within validity of the BPC. The name of the base depot shall be clearly mentioned validity, shall be dealt by Board on case to case basis.
- iii) Infrastructure facilities at all points nominated for CC examination of container trains shall be upgraded to 'A' category (by ZRs in case in the examination point is in the yard and by the concerned operator in case it is inside the ICD) on top priority.
- iv) Till the facilities are upgraded to 'A' category, proper lighting arrangement material handling equipments, welding facilities etc. are made available at these points immediately by hiring (if not possible otherwise) so that quality of examination/repairs and safety is not compromised.
- v) All rakes examined on CC pattern shall be subjected to safe to run examination by TXR (at TXR point) or by Guard & Driver (at other points) after every loading/unloading. Such safe to run examination will be followed by endorsement or revalidation of original BPC. In such safe to run examination only brake power, hanging parts and other defects, which can be noticed visually on wagon loaded with containers, shall be checked and given proper attention.
- vi) All CTOs shall monitor movement of their CC rakes and ensure that the rakes are worked back to their respective base depots before completion of stipulated kilometers/days limit.
- vii) All CTOs shall advise daily position of rake wise details of base, km and days since last examination to CRSE of the concerned ZR and Sr. DME of the concerned division through fax/e-mail. Rake wise record shall be maintained on day to day basis by the Divisional TXR control and also by the CC base depot. For this, CC base depot and TXR control in the divisions shall be provided with computer, fax machine, telephone & broadband connection in GM/DRM's powers.

viii) Rakes with invalid BPC shall normally not be permitted to run in service. Further loading shall not be permitted in rakes with invalid BPC.

ix) In case the BPC of CC rake becomes invalid due to completion or near completion of 6000 km or 30 days (15 days if km are not logged on BPC) after issue of last BPC, at other than its base depot, it shall be handled in the following manner:

a. In empty condition (containers off loaded from wagons):

Rake shall be offered at the nearest TXR point for intensive examination, where after examination its BPC will be revalidated for a period of 7 days, with endorsement on BPC by TXR that rake is safe to run upto its base depot. During this period of 7 days, one loading/uploading of BPC in above manner is permitted only once and rake shall be returned back to its CC base depot within this 6 days period. Else, the rake shall lose its CC character and will become normal end to end rake. Re-conversion of such end-to-end rakes to CC shall be permitted only after personal approval of CME and COM of the concerned ZR.

If rake belongs to same base depot where it has returned even after stipulated period above, COM & CMEs approval will not be necessary.

b. In loaded condition (containers loaded on the wagons):

Rake shall be offered at the nearest TXR point, for safe-to-run examination and endorsement on BPC by TXR that train is safe to run upto its destination. After unloading of consignment at destination, such potentially unsafe rake shall be offered at the nearest TXR points for safe to run examination and endorsement by TXR on BPC that the train is safe to run in unloaded condition upto its CC base depot. *Examination with containers loaded on wagon, shall be done only in case of extreme urgency with prior approval of COM & CME of the concerned Zonal Railway.*

If rake belongs to same base depot where it has returned even after stipulated period above, COM & CMEs approval will not be necessary.

x) Container rakes detained for more than 24 hours at a TXR point, shall be subjected to safe to run examination and endorsement on BPC by TXR that rake is safe to run for the remaining validity period of BPC.

xi) Beside special conditions mentioned herein above, with respect to examination and operation of container trains all other instructions regarding maintenance of air braked freight stock and 6000km CC rakes, issued from time to time, shall be observed.

2.3.2 Closed Circuit pattern of examination for BTPN wagons (Ref- Railway Board's letter No. 2008/M(N)/951/13 CC Rakes dated 5.02.2010 & even no. of dated 13.7.2010: Baad depot of Agra Division is nominated for Examination of BTPN

Rakes on CC patterns. 30 BTPN Rakes are based at Baad to run in NCR-NER-NR-WR-WCR Circuit.

Detail guide lines for examination of BTPN wagons on CC Patterns were issued vide Railway Board's letter No. 2008/M(N)/951/13 CC Rakes dated 5.02.2010. JPO regarding Close Circuit Pattern of examination, Maintenance and Operation of BTPN wagons for North Central Railway has been circulated vide this office letter No. Mech/821-II/10/Freight dated 13.8.2010.

3.0 Condition for Validity of BPC:

3.1 End to End rake:

a) Vacuum Brake:

- (i) Provided the empty examined rake reaches the loading point within 04 days of the issue of BPC.
- (ii) Provided the destination is mentioned on the BPC of the loaded train.
- (iii) Provided the composition of the rake is not changed by 10 or more Four Wheeler Units.
- (iv) Provide the rake is not stable for more than 24 hours in train examination yard.

b) Air Brake:

- (i) Provided the destination is mentioned on the BPC of the loaded train.
- (ii) Provided the composition of the rake is not changed by 04 or more wagons.
- (iii) Provided the rake is not stable for more than 24 hours in train examination yard.

3.2. Premium end to end Rake:

- (i) Brake Power Certificate issued for such premium end to end rakes will be valid for 12 days from the date of issue. *To avoid examination in loaded condition, a grace period of 3 days is permitted.*
- (ii) Provide the composition of the rake is not changed by 04 or more wagons.
- (iii) Provide the rake is not stable for more than 24 hours in train examination yard.
- (iv) The BPC should be issued from the nominated examination point and the rake is examined in empty condition.
- (v) The brake power at the originating point was 95% or more.
- (vi) After each loading unloading, the rake has been subjected to GDR Check as per Check list.

3.3. Close Circuit Rake:

- (i) This Certificate is valid for 4500 kms. (6000kms for rakes nominated by A Cat. CC Base). Provided the kilometerage have been logged in correctly and continuously, if not BPC will be deemed to be valid for 20 days for 4500kms and 30 days for 6000kms only from the date of issue of BPC.
- (ii) For Container rakes valid for 6000 km or 30days, whichever is earlier. In case kilometers are not logged on BPC, the validity of BPC shall be for 15 days only from date of its issue (including the date of issue).

- (iii) Provided the rake integrity is not changed and only listed wagons are included. However, up to 4 wagons (equivalent to 10 FWUs) may be replaced by examined wagons in the entire run between two PMEs. In case of BLCA/BLCB rake detachment/replacement of one unit of 5 wagons is permitted.
- (iv) Provided the rake is not stable for more than 24 hours in train examination yard.
- (v) Provide the rake is running in predefined close circuit (Except Container Rake which is permitted in free circuit).

4. **Standardization of brake power certificate:**
Only when issued on standard Formats copies of which are enclosed:-

- (i) CC Rakes examination-Annexure-I (Yellow-Colour)
- (ii) End to end Vacuum Brake- Annexure-II (Pink- Colour)
- (iii) End to end air brake- Annexure-III (Green- Colour)
- (iv) Premium end to end rake examination -Annexure-IV (Green Colour)

5. Post Loading/Post Tippling Examination (Ref-Railway Board L. No. 2005/M(N)/951/13 dated Feb.8, 2006 & even No. of dated 17.3.2006, letter No. 98/M(N)/951/12/Pt.I Dated May 17, 2007 and letter No.2008/M(N)/951/13 Dated 28.8.09:

- i) Post loading examination by TXR staff is discontinued; this has been replaced by GDR Check. Post loading check will be carried out by Guard and Driver. After tippling, the rake will be subjected to post tippling examination. In case less than 3 rakes tippled per day, the check may be carried out by Guard and driver as per proforma issued by Railway Board's letter No. 2005/M(N)/951/13 dated Feb.8, 2006 is enclosed at Annexure-V.

The frequency of rake tippling at CAR, HGJ, DER, PNE, PIC Tipplers over North Central Railway is less than 3 rakes per day hence post tippling examination should be carried out by Guard and driver of the train.

- ii) As per instruction of Railway Board's letter No. 2005/M(N)/951/13 Pt. dated November 5, 2007, para-2, "Post loading check of all trains that are loaded with steel consignment should be carried out by TXR staff. In case the loading point is not a TXR point, necessary C&W staff should be deputed for checking and certifying proper lashing/securing of steel consignments. On North Central Railway there is no loading point of steel consignment. However, if a rake is stable at non -TXR Point for more than 24 hrs, GDR Check should be done before clearance of stable load.

6. **Revalidation/Safe to Run Examination** (Ref-Railway Board L. No. 2005/M(N)/951/13 dated Feb.8, 2006, letter No. 2007/M(N)/951/67 Dated 19/20.11.2008 and letter No.2008/M(N)/951/13 Dated 28.8.09):
As per instruction contained in para (i) of Railway Board's letter Dated 8.2.2006, safe to run examination by TXR have been discontinued over North Central

Railway. After every loading/unloading safe to run examination should be carried out by Guard and Driver as per Performa enclosed at Annexure-V.

However, Revalidation/Safe to run examination after loading of Containers at ICD/DER & GMC are being carried out by TXR staff as per para 2.5 of Railway Board vide letter No. 2007/M(N)/951/67 Dated 19/20.11.2008 which is as under-

"All rakes examined on CC pattern shall be subjected to safe to run examination by TXR (at TXR point) or by Guard & Driver (at other points) after every loading/unloading. Such safe to run examination will be followed by endorsement or revalidation of original BPC. In such safe to run examination only brake power, hanging parts and other defects, which can be noticed visually on wagon loaded with containers, shall be checked and given proper attention."

7. Rolling in examination:

En-route rolling in examination by TXR Staff has been discontinued as per instruction contained in para (ii) of Railway board's L. No. 2005/M(N)/951/13 dated 08.02.2006.

However rolling in examination as a part of intensive examination (PEE, EE or CC) in Yard as stipulated in Para 3.3.1 of IRCA Pt III to detect flat wheels, hanging parts etc. is to be carried out at TXR Examination point over N. C. Railway.

8. Guard & Driver Checks (GDR) (Ref- Railway Board's L. No. 2005/M(N)/951/13 dated Feb.8, 2006 & even No. of dated 17.3.2006, letter No 98/M(N)/951/12/Pt.I Dated May 17, 2007 and letter No.2008/M(N)/951/13 Dated 28.8.09):

GDR check is an important check for ensuring safety in trains operations. Instructions issued from time to time on GDR check are summarized below-

- GDR check should be done post loading/back loading of rake.
 - After tipping the rake will be subjected to post tipping examination. In case less than 3 rakes are being tipped per day, the check should be carried out by Guard and Driver.
 - If a rake is stabled at non-TXR point for more than 24 hours, GDR Check should be done before clearance of stabled load.
 - If BPC has become invalid then GDR Check should be done before taking the rake to the nearest train examination point in the direction of train movement.
 - In case of attachment/detachment of the wagon or reversal of power at non TXR point, continuity of the brake pipe pressure should be ensured by Guard and Driver.
 - In case of a premium end to end rake the observation by Guard and Loco pilot will be recorded under the relevant para of the Brake Power Certificate.
- The items to be checked by Guard and Driver during GDR check is issued vide Railway Board's letter No. 2005/M(N)/951/13 dated Feb.8, 2006 and enclosed as Annexure-V.

9. **Examination of Departmental Rolling Stock over North Central Railway:**

Railway Board vide letter No. 2004/M (Safety)/Deptt. Stock dated 20.05.04 has issued instructions for Periodic Examination & safety certification of Departmental Rolling Stock. Based on the guide lines of Railway Board, JPO regarding Examination of Departmental Rolling Stock over North Central Railway has been issued vide this Office letter No. Mech/812/08/Deptt. Stock/722 Dated 05.11.2008 to all concerns.

10. **Man Hours for examination:**

As per Maintenance Manual for wagons (revised in March 2002) Para 313, Man hours for various type of stock are given below:

Type of Stock/Examination	Man hours required
Vacuum Brake (End to End running)	40 (for 70 FWUs)
Air Brake (End to end running)	56
Air Brake (Close Circuit)	100
Premium end to end	Not Specified

11. **Booking for ROH/POH/NPOH:** Instruction for booking of POH/ROH/NPOH of Freight Stock is advised by Railway Board vide Railway Board's letter No. 2002/M(N)/951/21 Pt.II Dated August 1, 2007. Marking of freight stock for POH/ROH over NC Railway is as under:

Examination Point	POH Marking	ROH Marking	Instructions for disposal
GMC (Kanpur)	All Stock	BCN	ROH of BCN stock attended at GMC
ICD GMC /(CPC)	BLCA/BLCB	BLCA/BLCB	For POH stock move to JHSW, ROH attended at GMC
ICD/DER	BLCA/BLCB	BLCA/BLCB	Booked to GMC for POH/ROH. POH load form at GMC and booked to JHSW. ROH arising in excess of GMC capacity shall be sent to JHSW
JHS	All Stock	BCN, BOBYN, Military Air Brake Stock	For POH move to JHSW. ROH attended at JHS
BAAD	BTPN, 4-Wh. Tank	BTPN	For POH wagons move to JHSW. ROH of BTPN Stock to be dealt locally. Excess BTPNs are booked to KTTW/JHSW.

12. Measures to be taken for those freight trains which are running on invalid BPC Over North Central Railway.

- i) Such Up terminating and originating trains on MGS-GMC Section will be taken on GDR check upto GMC, where BPC will be issued. No train should by pass GMC as otherwise next examination point is more than 400 km.
- ii) Such Down terminating and originating train on GZB-GMC section will be taken on GDR check upto GMC, where BPC will be issued. No train should by pass GMC as otherwise next examination point is more than 400 km.
- iii) Such Up terminating and originating train on TKD-AGC section shall be taken to JHS, (Southward movement) or KTT (Westward movement) for examination.
- iv) Such Down Terminating and originating trains on AGC-TKD section will be taken to TKD for examination.
- v) Such Up terminating and originating train on AGC-JHS section will be taken to JHS for examination.
- vi) Such Down Terminating and originating trains on BIN-JHS section will be taken to JHS for examination.
- vii) **Trains Received from adjoining Railways:** All freight trains from adjoining Railway should arrive with valid BPC. Freight trains (With end to end BPC) arriving from adjoining Railway on Driver & Guard's certificate (Because of Unloading/Back loading point being a Non-TXR point) will be offered for intensive Examination at first Train Examination point on NC Railway.
- viii) **Trains Moving to Adjoining Railways:** All freight trains made over to adjoining Railways will be given Intensive Examination from the nominated examination points of NC Railway. Unless these points are not falling in the originating trains' direction of movement. In such cases these trains moved on GDR Check will be offered at first examination point in adjoining railways.
- ix) No train should skip examination point nominated over NC Railway.
- x) No train should run with invalid BPC over North Central Railway.

gom
16/7/12

CRSA

[Signature]
2012