GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2009/M(N)/951/4 Dated: 4/3/09

Chief Mech. Engineers,
Chief Operating Managers,
All Indian Railways

SUB: Close Circuit Rakes of BOXN – Procedure to prevent dissipation/loss

Due to huge imports of coal for power houses materializing at various ports on the Eastern and Western Coasts and also due to drop in demand for domestic consumers of iron-ore, there has been a change in traffic pattern of erstwhile CC rakes operating in various zonal railways. As a result, there has been substantial dissipation/loss of CC rakes.

In order to check such loss/dissipation of CC rakes & maintenance of safety standards, a detailed procedure which has been laid down in consultation with Traffic Dte. of Railway Board is enclosed herewith.

Zonal railways may follow the guidelines strictly to avoid further such loss/dissipation of CC rakes.

This issues with the approval of Board(MM & MT).

Encl: as above

(G.C.BUDHALAKOTI)
Executive Director Mech. Engg.(Freight)
Railway Board.

C/- EDTT(M)/RB

Close Circuit Rakes of BOXN – Procedure to prevent dissipation/loss of rakes

1.0 Due to huge imports of imported coal for power houses materializing at various ports on the Eastern & Western Coasts and also due to drop in demand for domestic consumers of iron-ore, there has been a change in traffic pattern of erstwhile CC rakes operating in various zonal railways. As a result, there has been substantial dissipation of CC rakes. Since CC rakes are formed from off POH and off ROH wagons and lot of inputs go into maintenance and upkeep of these rakes, it is a loss to the system if these rakes are not returned back to their base depots within the validity of their BPC i.e. 7500km/35 days (whichever is earlier) or 6000/30 days (whichever is earlier), as applicable for a depot.

1.1 Hence, in order to prevent loss/dissipation of CC rakes and at the same time maintain standards of safety, it has been decided to introduce following system for BOXN CC rakes for limited depots only. The basic features of this system are as under:

i. The system will apply to a group of BOXN CC depots serving a particular origin-destination flow.

ii. Whenever rake of any depot of this group will become due for its next examination, on certain specified foreign Railways, and if the rake is in empty condition, the BPC of such rakes may be revalidated by TXR once, after intensive examination at the nearest train examination point, for one trip (maximum 7 days from date of such examination or date of expiry of original BPC, whichever is earlier) for loading to specified destinations and onward movement as empty to base CC depot. Such CC rakes will not lose their CC character if returned back to their base CC depot, within the extended validity of BPC.

iii. Once such a rake is unloaded at the destination, it will be routed back to the original base depot.

iv. In order to maintain integrity of CC rakes, during intensive examination for revalidation of BPC as mentioned above, as far as possible, wagon due for ROH, POH and unloadable wagons, provided wagons are safe for movement, shall not be detached at out-station depots and efforts will be made to attend maximum possible repairs in yard itself.

v. To ensure that the rakes are returned back to the original base depot, these rakes will move as "FLYING RAKES" even in loaded condition so that identification is made easy. For example, if a Bhilai CC rake is overdue in ECR and is loaded for Panipat Power House, the rakes will be named and will move as "FLYING Panipat". The "FLYING Panipat" rake after release at Panipat will be sent back by Northern Railway to Bhilai in empty direction.

2.0 In order to enhance availability and avoid dissipation of close circuit rakes of BOXN, following three circuits have been identified:

Circuit	CC Base
Circuit-1	MGS, NKJ, BIA
Circuit-2	BNDM, VSKP, BIA
Circuit-3	HPT, GY, RDM, BZA, TNPM, JTJ

3.0 Detailed instructions for operation and maintenance of close circuit rakes in these circuits are given as below:

3.1 Circuit – 1: In case the rake becomes due for examination on ECR, WCR and SECR, it will be intensively examined at the nearest TXR point and BPC shall be revalidated for one trip (maximum 7 days from date of such examination or date of expiry of original BPC, whichever is earlier) to NR/NWR/WCR for following power houses only:

Base CC depot of the rake/ Railway	Location of overdue rake	Location for which revalidation is permitted after examination
MGS/ECR	WCR, SECR	One trip to power house on NR/NCR/ NWR / WCR
NKJ/WCR	ECR, SECR	-- do --
BIA/SECR	ECR, WCR	

3.2 Circuit-2: In case the rake becomes overdue in ECoR, SER & SECR, rake will be intensively examined at the nearest TXR point and BPC shall be revalidated for one trip (maximum 7 days from date of such examination or date of expiry of original BPC, whichever is earlier) to following destinations only :

Base CC depot of the rake/ Railway	Location of overdue rake	Location for which revalidation is permitted after examination
VSKP/ECoR	SER, SECR	One trip to VSPS/VZP/Gopalpur Gangavaram Port in ECoR.
BNDM/SER	ECoR, SECR	One trip for Rourkela complex/ Adityapur / Tatanagar complex.
BIA/SECR	ECoR, SER	One trip for destination in Raipur division

3.3 Circuit-3: In case the rake becomes overdue in SWR, SCR & SR, it will be intensively examined at the nearest TXR point and BPC shall be revalidated for one trip (maximum 7 days from date of such examination or date of expiry of original BPC, whichever is earlier) to following destinations only:

Base depot/ Railway	Location of overdue rake	Location for which loading is permitted after revalidation
HPT/SWR	SR	One trip to Bellary Power House and JSW siding in SWR or Muddanur TPS/Raichur TPS/destinations in Bellary-Renugunta section of SCR.
	SCR	One trip to Bellary Power House and JSW siding in SWR
TNPM, JTJ/SR	SWR, SCR	One trip to all destinations on SR only.
GY/SCR	SR	One trip to Muddanur TPS/Raichur TPS/destinations in Bellary-Renugunta section of SCR.
RDM/SCR	SR	All destinations on SC & BZA Divn. only.
	SWR	All destinations on SC & BZA Divn. only.

4.0 Special conditions for maintenance and operational discipline for the above circuits:

i. CC rakes will be formed from off ROH/POH wagons. Each CC rake will be based for maintenance on CC pattern at a nominated base depot. The name of the CC

base and also the ZRs defined in the Circuit will be clearly mentioned on the BPC. Provision of following facilities is must at the nominated points:

a) Minimum 'A' category infrastructural facilities at the CC base depot.

b) Proper computerized record keeping and documentation at CC base depot to monitor health/condition of rakes CC rakes operating under this scheme including reliability, utilization, loss of rakes and integrity etc.

c) Outstation depots, after intensive examination and revalidation of BPC for one trip (maximum 7 days from date of such examination or date of expiry of original BPC, whichever is earlier) for specified destinations (as applicable) will make sure to transmit details of repairs attended, deferred repairs, attachments, detachments, unloadables, incoming brake power etc. to the CC base depot through e-mail for condition monitoring and corrective actions as may be necessary at the base depot to ensure safety and reliability of train operation. Necessary facilities for e-mail and training to staff/supervisors, wherever necessary, should be provided in DRM's power within next 15 days.

d) FOIS terminal with TXR control, Sr.DME/C&W, CRSE (Frt.) and Headquarter TXR control and at CC base depot & outstation depots of the Railways served by above circuits.

ii. Rakes operating on ZRs not mentioned on the BPC will lose their CC character and will be treated as per instructions prevailing for normal end to end rakes.

iii. All rakes will be returned back to their nominated Base CC Depot as per validity of BPC.

iv. The BPC of such CC rakes shall be valid for 7500 km or 35 days (whichever is earlier), for the depots nominated by Board for 7500km CC and 6000 km or 30 days (whichever is earlier) for other depots. The BPC shall be valid on the ZRs defined in the Circuit, as a trial measure. In case kilometers are not logged on BPC, the validity of BPC should be treated as per the Railway Board's instructions for premium end-to-end rakes.

v. Infrastructure facilities at many of the nominated CC points are lower than 'A' category, which is an essential requirement for maintenance of 7500/6000 km CC rakes. Hence, facilities at these points should be upgraded to 'A' category on top priority. DRM should ensure that proper lighting arrangement, material handling equipments, welding facilities etc. are made available in these yards, if required, by hiring so that quality of examination/repairs and safety is not compromised.

a) In empty condition -In case BPC of the CC rake becomes invalid or nears invalidity at outstation in the specified circuit, it can be intensively examined by TXR at the nearest point and BPC may be revalidated once at the outstation depot (within the circuit) for one trip (maximum 7 days from date of such examination or date of expiry of original BPC, whichever is earlier) as mentioned in Para 3.0 above, so that it can move to its nominated CC base for examination and issue of fresh BPC on CC basis. Thereafter, the rake should be returned back to its nominated CC base depot for examination and issue of fresh BPC on CC pattern, otherwise it will lose CC character and treated as normal rake.

b) In loaded condition -In case BPC becomes invalid at outstation in the circuit, it will be examined at the next available TXR point in the direction of movement and BPC shall be revalidated for movement in the specified circuit upto its

nominated depot via unloading point. Examination in loaded condition should be in exceptional circumstances.

vi. In case of examination and revalidation of a rake at other than its nominated mother CC base, it is essential that in case of sick marking, the examination point have to try for in-situ repair and as far as possible also replenish the sick wagons.

vii. After revalidation of BPC as per (v) above, loading/unloading in such rakes will be confined to the destinations mentioned in Para 2.0 above. Else, the rake shall loose its CC character and will be logged in FOIS.

viii. The rakes should be given a unique nomenclature. These nomenclature rakes should be entered in FOIS and monitored, including breaking/loss of CC rakes.

ix. Terminal equipments and connectivity for FOIS terminals, as specified in Para (d) above, should be provided under extant powers of GM/DRM's power within 30 days. CAO/FOIS to provide assistance, if required.

x. Besides special conditions mentioned herein above, with respect to maintenance and operation of these special CC rakes, all other general instructions regarding maintenance of air braked freight stock and 7500/6000 km CC rakes, issued by Board from time to time, shall be observed.

5.0 GMs should carry out fortnightly review of the progress of implementation of the above-mentioned decisions of the Railway Board with DRMs and concerned PHODs and submit monthly progress report to Railway Board.

(Deepak Nath)
EDTT(M)

(G.C. Budhalakoti)
EDME(Frt.)