भारत सरकार **Government of India**
रेल मंत्रालय **Ministry of Railways**
रेलवे बोर्ड **Railway Board**

No.2014/M(N)/951/4 New Delhi, dated: 02.03.2021

The Principal Chief Mechanical Engineer
All Zonal Railways

Sub: Examination of trains consisting of BCACBM wagons.

Ref: (i) Railway Board's letters of even no. dated 03.11.2015, 21.04.2017 and 30.12.2019 (copy enclosed).

(ii) Railway Board's letter no. 2007/M(N)/951/67 dated 19/20.11.2008 (copy enclosed).

(iii) M/s. APL Logistics Vascor Automotive Pvt. Ltd. letter No. APLL/VASCOR/AFTO/Examination/2021/1 dated 21.01.2021 (copy enclosed).

With reference to above, it is reiterated that all the special conditions stipulated for CC examination of container trains (Para 2 of the letter u/r (ii)) shall continue to remain applicable for BCACBM wagons as well. This would include, among other things, the duties of AFTOs and procedure for dealing with the unlikely scenario of the BPC becoming invalid etc.

This is for kind information and necessary action please.

DA: As above.

02/3/21
(Manish Jain)
EDME(Freight)

Copy – M/s APL Logistics Vascor Automtoive Private Ltd., Gurugram.

No. APLL/VASCOR/AFTO/Examination/2021/1 Dated: 21st January 2021

The Executive Director/Mechanical Engineer (Freight)
Ministry of Railways, Railway Board,
Rail Bhawan, New Delhi - 110001

Subject: Examination of trains consisting of BCACBM wagons at other than base station
Reference: Ministry of Railways, Railway Board letter number 2007/M (N)/951/67 dated 20/11/2008, 2014/M (N)/951/4 dated 03/11/2015, 2014/M (N)/951/4 dated 21/04/2017, 2018/M (N)/951/5 dated 28/02/2019, 2014/M (N)/951/4 dated 30/12/2019 (Copies enclosed for ready reference)

Sir,

- As mentioned in Ministry of Railways, Railway Board letter number 2014/M (N)/951/4 dated 03/11/2015, Auto Rakes consisting of BCACBM wagons were decided to run on CC Pattern with BPC validity of 7500 KM/ 30 days whichever is earlier pattern for 6 months on trial basis.

  Para 2 of the same letter, which has been issued under reference of Ministry of Railways, Railway Board letter number 2007/M (N)/951/67 dated 20/11/2008, reads as under:

  "Vide letter under reference, instructions for Examination of container trains were issued for improving the availability and productivity of container trains. It has been decided to undertake examination, commissioning, ROH and maintenance of the Autocar rakes of BCACM/BCACBM type wagons on similar lines."

- It was finally decided vide Ministry of Railways, Railway Board letter number 2014/M (N)/951/4 dated 21/04/2017 (Para 5) that the BCACBM rakes currently based at Melpakkam shall be operated with closed circuit basis with BPC validity of 30+5 days & 7500 KM whichever is earlier.

  It was also decided that all future rakes of BCACBM type shall also be operated on similar lines as mentioned in Para 5 of same letter.

- Further, in continuation to Ministry of Railways, Railway Board letter number 2007/M (N)/951/67 dated 20/11/2008, it was decided by Ministry of Railways, Railway Board vide letter number 2018/M (N)/951/5 dated 28/02/2019 that all container trains shall run on CC basis with validity of 7500 KM or 30 days whichever is less.

  In Para 2 of this letter, it was mentioned that all the existing special conditions about such BPC (para 2.0 of annexure to letter under reference (2007/M (N)/951/67 dated 20/11/2008) shall continue to remain applicable.

- **Para 2.9 of the Ministry of Railways, Railway Board letter number 2007/M (N)/951/67 dated 20/11/2008 specifies the action to be taken in case BPC of CC rake becomes invalid as under:**

In case the BPC of CC rake becomes invalid due to completion of 600 KM or 30 days (Revised to 7500 KM or 30 days vide by Ministry of Railways, Railway Board vide letter number 2018/M (N)/951/5 dated 28/02/2019), after issue of last BPC, at other than base station, it shall be handled in following manner:

In empty condition (containers off loaded from train):

Rake shall be offered at the nearest TXR point for intensive examination, where, after examination, it BPC will be revalidated for a period of 7 days, with endorsement on BPC by TXR that rake is safe to run up to its base station. During this period of 7 days, one loading/ unloading shall be permitted in the direction of CC base depot. The revalidation 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.

In view of the above, it is requested that necessary instructions may please be reiterated to all concerned regarding examination of other base trains consisting of BCACBM wagons at TXR points in case BPC of CC rakes becomes invalid under provisions and instructions on the subject as mentioned above and Ministry of Railways, Railway Board instructions on the subject as we are facing problem in some Divisions.

An early action is requested please so that there is no problem/ confusion when such rake is offered for examination. It is also added that before arrival of the rake at a terminal, the cars remain normally available and any delay may cause a big problem to us as the cars are transit sensitive.

Submitted for further disposal and necessary orders please.

Thanking you,
APL Logistics Vascor Automotive Private Ltd

Paramjit Kumar
Advisor/Technical & Railways

Copy: The Executive Director/ Freight Marketing

812761/2021/MECHANICAL(WAGON)



S.No 141

Government of India
Ministry of Railways
(Railway Board)

No.2007/M(N)/951/67 **November 19, 2008**
20

The General Managers
All Zonal Railways

Sub.: **Examination of Container Trains.**

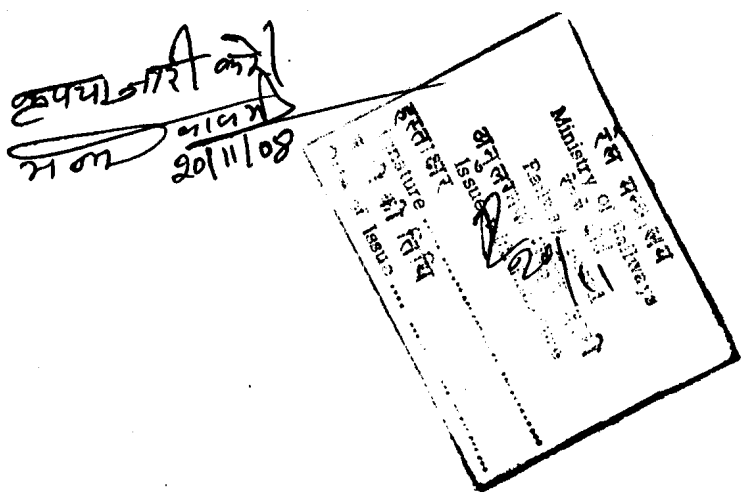
As per directive of CRB, a Joint Action Plan has been prepared by Mechanical and Traffic Directorate of Railway Board to improve the availability and productivity of container rakes. This includes system of examination, commissioning, additional points for ROH, upgradation of rolling stock, maintenance by private parties, outsourcing of maintenance/repair activities etc. for container rakes. A copy of the Plan is enclosed.

2. Zonal Railways should ensure immediate implementation of above mentioned Plan. Necessary infrastructure and other facilities as outlined in the Plan should also be provided so that quality of examination /repair of container trains is not compromised.

Encls.: As above (consisting of 7 pages).

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

Copy to : 1. DG/RDSO/Lucknow – for necessary action on item 6 & 7 of the Action Plan.
2. EDTT(M) & EDTT(F)/Railway Board.



Examination of Container Trains (BLC/BLL Rakes)

In order to improve availability and productivity of Container rakes system of examination, commissioning, ROH/POH of these rakes has been reviewed to standardize maintenance practices, minimize empty running and speedup maintenance/repair attention to these wagons by nominating additional points for examination and ROH of these rakes, provision of additional facilities for maintenance etc. Presently, out of nearly 230 rakes of BLC/BLL, about 35-40 rakes are 4500 km CC pattern being nearer to their ROH/POH. All such rakes will be upgraded and examined on 6000 km CC basis. This will bring uniformity in maintenance and also add to the availability of BLC rakes.

1.0 Additional points for examination of Container Trains

1.1. As per Concession Agreement, all container trains are to be examined in train examination facilities to be provided by the Concessionaires inside their ICDs. However, ICDs of many operators are yet to be commissioned and thus container trains need to be examined at IR's train examination points also.

1.2 Presently 20 points have been nominated for examination of container trains, 13 inside ICDs (10 of M/s CONCOR and 1 each of M/s Adani, M/s Gateway & M/s CWC) and 7 in Railway Yards. In addition to these points, ZRs may henceforth undertake examination of container trains at Bondamunda (SER) also. A ZR wise summary of these 21 examination points is enclosed (**Annexure-1**).

1.3 All the 8 yard examination points mentioned above should be developed and provided with all necessary resources including infrastructural facilities, maintenance spares and staff etc. for examination of container trains. GM/DRM should provide these resources under their extant powers within two months.

2.0 Special Conditions for Examination of Container Trains (Close Circuit)

2.1 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.

2.2 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 with in validity of the BPC. The name of the base depot shall be clearly mentioned on the BPC. Route specific isolated cases, requiring more than 6000 km validity, shall be dealt by Board on case to case basis.

2.3 Infrastructure facilities at all points nominated for CC examination of container trains shall be upgraded to 'A' category (by ZRs in case the examination point is in the yard and by the concerned operator in case it is inside the ICD)on top priority within two months.

2.4 Till the facilities are upgraded to 'A' category, concerned DRMs (for points in Railway yards) and CTOs (for points inside ICDs) should ensure that 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.

2.5 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/un-loading. 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.

2.6 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.

2.7 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.

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

2.9 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/unloading shall be permitted in the direction of CC base depot. The revalidation 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.

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 point 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. 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.

2.10 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.

2.11 Besides 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 6000 km CC rakes, issued from time to time, shall be observed.

3.0 ROH of Container Wagons

3.1 Presently ROH of BLC wagons is being undertaken at TKD/JUDW only. The ROH arising of container wagons from next year is going to exceed capacity of NR. Hence in order to avoid un-necessary movement of ROH wagons to TKD/NR, it is imperative to develop facilities of ROH **on priority** (under GM's powers) at additional points latest by 31.1.2009.

3.2 Requirement of ROH facilities for wagons, based on XI Plan projection, including container wagons, was examined by an EDs' Committee comprising of ED/Plg, EDTT/M, EDFX-I and EDME(Frt.). The report has been accepted by the Board (MM, MT & CRB) and accordingly, vide Board's letter No. 2005/M(N)/951/13 Pt Vol-I dated 14.8.2007& 7.11.2007 Railways have been advised to develop facilities for ROH of BLC wagons at GIM and TNPM and augment capacity of TKD to meet additional requirement. These facilities should be developed on top priority.

3.3 Besides above mentioned points facilities for ROH of container wagons should also be developed at NH (for ER/SER/ECoR/SECR rakes) and GMC (for NCR rakes). Moreover, as facility for ROH at GIM may not be available before Year 2010-11, WR should in the meanwhile undertake ROH of BLC rakes of SBI/GIM/MD/Nagpur at Sabarmati ROH depot.

3.4 All necessary resources including infrastructural facilities, maintenance and unit exchange spares and staff etc. should be provided at above mentioned points, for ROH of container wagons. GM/DRM should provide these resources under their extant powers within two months.

4.0 Commissioning of new BLC/BLL rakes

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All new rakes of BLC/BLL wagons shall be commissioned by their respective CC base depot. The depot undertaking commissioning of new BLC rakes will send detailed wagon-wise commissioning report of such rakes to all concerned including Northern Railway, for centralized planning for ROH/POH of all BLC/BLL wagons. During movement of new rakes from the manufacturer's place to CC base depot, rake can be loaded one time in the direction of CC base depot.

5.0 Examination of container rakes in loaded condition

It is not feasible to examine BLC/BLL wagons with containers loaded on wagons as under frame safety items cannot be attended because of lower wheel dia and floor height. In order too carryout examination of rakes in loaded conditions (container on wagon) on non-pit lines, following inputs are required:

i. Replacement of under frame mounted brake system with Bogie Mounted Brake System for which a suitable design should be developed by RDSO.

ii. Mechanized defect detection systems like acoustic bearing detectors and online bogie monitoring systems etc. to be installed within 50 km from base so that list of defects become available to TXR

CTO may provide inputs as above or construct examination pit in their ICD for examination of rakes.

6.0 Examination on 7500 km CC Bases

6.1 As a special case, TKD & Dadri points have been permitted to issue BPC for CC running of BLC rakes upto 7500 km. However, this has not been successful as only in about 10% cases, such extension (7000 km and above) in examination period has been utilized. In the months of June and July 2008, at TKD out 54 and 45 examinations of 7500km CC rakes, examination of only 6 and 5 rakes respectively was 7000 - 7500 km. In nearly 50% cases, rakes were offered for examination even before running of 6000 km.

Thus, presently out of total 230 rakes of BLC only about 7-8 (less than 5%) rakes are actually being offered for examination after extended run in 7000 to 7500 km range. Moreover, 7500 km CC rakes have been formed only out of new and off ROH/POH wagons which are comparatively much better in condition than other rakes. Thus based on the performance of few rakes it may not be appropriate to universalize 7500 km CC pattern for all BLC wagons irrespective of their condition/age. This would require upgradation of brake system, bogie and bearings.

The BLC wagon was developed by RDSO for RITES and design is jointly owned by RDSO and RITES. Hence RDSO/RITES will be asked to work out an upgradation package for these wagons which will be offered to

operators to modify their rakes. Target time for RDSO/RITES to work out the package will be 6 months.

6.2 There is well established statistical/managerial method based on risk factors i.e. RAMS (Reliability, Availability, Maintainability & safety), to determine required periodicity of maintenance of equipments. RDSO shall be advised to carryout such study in consultation with IIM.

7.0 Private Maintenance

7.1 Examination and maintenance of rolling stock by private operators is a complex issue linked with safety of trains. The implications of any slip in this area can be of very serious nature as any dilution in maintenance standard will lead to unreliable and unsafe operation on IR system. Mere certification of rakes by TXR, based on visual examination is not sufficient to ensure safe conditions.

7.2 Moreover, besides infrastructural facilities, quality of maintenance is also dependent on job related training and experience of staff and supervisors. IR has a well laid down system of training and also selection/ promotion of staff based on skill and seniority. It is also supported by well established system of periodic inspection by maintenance inspector/officers etc. These systems will have to be developed and documented for proper monitoring and implementation. Proper documented systems are required such as:

a. Comprehensive Maintenance Manual
b. TXR Booklet for Rejectable Defects
c. Standard Computerized Maintenance Record & monitoring and documentation system
d. Components, procurement/outsourcing /inspection system
e. Engineers/staff training needs/qualification
f. Maintenance quality standards and approval system including periodic renewal inspection
g. System for fixation of responsibilities and penalties for recovery of losses to railways due to equipment failure, accident etc on line/yards
h. Categorization of maintenance/repair, system of evaluation of costs of different repairs and methods of cost realization in case the examination repair done by railways/other operators at places other than operators on facilities.

7.3 This requires extensive study and report preparation. RDSO/CAMTECH neither have any past experience nor any facility to examine this issue and prepare necessary documents for maintenance of container wagons by private agencies/operators in the limited period. Hence, RDSO may be advised to undertake this study in consultation with RITES, on single tender basis, and develop a comprehensive system and related documents for implementation by CTOs and monitoring by Railways, within a target time

of 6 months. RDSO/RITES may also take views of the CTOs during their study.

8.0 Increase in Population of Rakes and Availability of Staff

Over last few years, there has been a significant increase in the population of BLC rakes. The population of these rakes has grown from 150 odd rakes to nearly 230 rakes. The trend is likely to continue in future. Hence, besides other facilities and material, there is going to be increased requirement of staff for maintenance of these rakes. In order to meet this requirement, without addition of manpower, following line of action is proposed:

8.1 Maintenance of sub-assemblies to be out-sourced to the OEMs and released manpower to be utilized for maintenance of rakes in the yards/sick lines.

8.2 Except dismantling, assembly and testing other activities like overhauling of brake equipment/bogies to be out sourced in ROH depots/workshop so that additional work can be handled.

Encl: As above

7/10/21

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

(D.P. Pande)
EDTT(M)

812761/2021/MECHANICAL(WAGON)

Annexure – 1

List of Points Nominated for Intensive Examination/ROH of Container Trains

RLY	Existing Points		Additional Points
	ICD	Yard	Yard
NR	TKD, GarhiHarsaru Patli, Noli, DDL	TKD @	
NCR	DER, GMC	GMC @	
ER	MJT	NH @	
CR	NGP		
WR	SBI	GIM @ #	
WCR			
SCR	SNF		
SR	TNPM	TNPM @	
SWR	WFD		
SER			BNDM
NWR		Madar	
SECR		Gondia (Non-CC)	
Total	13	7	1

@ Points nominated to undertake ROH of container wagons

Till ROH facilities are developed at GIM, WR to undertake ROH of container wagons at SBI ROH depot.

812761/2021/MECHANICAL(WAGON)

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

No.2014/M(N)/951/4

New Delhi, dated: 24.04.2017

The Chief Mechanical Engineers
All Indian Railways

Sub:- Examination of BCACM and BCACBM autocar wagons.
Ref:- This office letters of even number dated 03.11.2015 and 21.06.2016

In view of the experience gained during running of BCACM and BCACBM rakes based at NR & SR on closed circuit basis with validity of 30+5 days & 7500km, the followings have been decided:-

1. BCACM rakes (available at NR) shall be operated with closed circuit basis with BPC validity of 30+5 days & 6000Km whichever comes earlier.
2. BCACBM rakes of older generation based at NR shall be operated with closed circuit basis with BPC validity of 30+5 days & 6000KM whichever comes earlier.
3. The above arrangement at Para 2 shall continue till such time the body strengthening recommended by RDSO is not implemented.
4. Once the strengthening work is completed BPC validity shall increase to 7500Km.
5. The BCACBM rakes with body strengthening modification already implemented (currently based at Melppakam) shall be operated with closed circuit basis with BPC validity of 30+5 days & 7500KM whichever is earlier.
6. All future rakes of BCACBM type shall also be operated on similar lines of Para 5 above.
7. The circuits as advised vide letter u/r (dated 03.11.2015) shall be applicable.
8. This issues with the approval of Board (MRS & MT).

21/4/2017

21/04/17

(Ajay Nandan)
Exe.Dir. Mech. Engg. (Frt)
Railway Board.

Copy to:-
(i)AM(TT)/RB
(ii)EDTT/S/RB

812761/2021/MECHANICAL(WAGON)

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

No. 2014/M(N)/951/4

रेल भवन, नई दिल्ली- 110001, तिथि
Rail Bhavan, New Delhi-110001, **Dated 30.12.2019**

Pr. Chief Mechanical Engineers
All Indian Railways

Sub: Planning maintenance depots for increased operation of BCACBM wagons

Ref: 1) Board's letter No.2007/M(N)/951/67 dt.20.11.2008
2) Board's letter of even number dated 03.11.2015

. . .

Vide Board's letter under reference, the system for examination of BCACBM auto car wagons, on close circuit (CC) basis had been advised. These instructions were issued with reference to the routes approved and the operator's licence at the time of issue of the letters. In the past, a number of new operators have been added and also a large number of new routes have been approved by the Board. The list of routes and operators is enclosed as Annexure.

It is advised that the BPC of BCACBM and BCACBN wagons after CC examination should be endorsed as under, preferably using a rubber stamp

"Valid on all Indian Railways as per notified routes for the operator as approved ".

All other instructions and procedure remains unchanged.

D/A: as above

(AJAY NANDAN)
Exec. Director Mech. Engg (Fr)
Railway Board

Copy to:
PCOMs, All Indian Railways

AFTO Rakes & their Maintenance.

S.No.	Company/ Operator/ AFTOs	Routes Demanded/Proposed	C&W Maintenance (CC Rakes.)	Remarks
1	M/s APL Logistics	CGS(NFR)-CMLK(NWR) NJP-KIR-KGG-BJU-CPR-SV-GKP-GD-SCC-SPC-SPN-MB-GZB-RE-KTWS	Bawal(NWR)/ NJP(NFR)	
2		MSTB(NWR)- NDV(SWR) AWR-MTJ-AGC-JHS-BINA-BPL-ET-NGP-BPQ-KZJ-DHNE-GY-DMM-DBU-YNK-YPR.	Bawal(NWR)/ MLPM(SR)	
3		CMLK(NWR)-KLMI(CR) RGS-FL-MDJN-PNU-MSH-SBT-ADI-ANND-BJW-BRC-ST-UND-BL-BSR.	Bawal(NWR)	
4		CMLK(NWR)-SAU(WR) RGS-FL-MDJN-PNU-MSH-KHDB	Bawal(NWR)	
5		CMLK(NWR)-CWCJ(WR) RGS-FL-MDJN-PNU-MSH-VG-JKA.	Bawal(NWR)	
6		MLPM(SR)-KLMI(CR) RU-GY-GTL-WADI-SUR-DD-KK-LNL-KJT-PNVL	MLPM(SR)	
7		MLPM(SR)-CWCJ(WR) RU-GY-GTL-WADI-SUR-DD-KK-LNL-KJT-PNVL-BSR-ST-BRC-ANND-ADI-SBI-SAU-JKA.	MLPM(SR)	
8		MLPM(SR)-Bari Brahman, BBMN(NR) RU-GDR-BZA-BPQ-NGP-ET-BPL-JHS-AGC-MTJ-TKD-PNP-UMB-LDH-PTKC.	MLPM(SR)	
9		MLPM(SR)-FUT(ECR) RU-GDR-BZA-DVD-TIG-SBP-JSG-SINI-CNI-ANR-GMO-GAYA-PNBE.	MLPM(SR)	
10		CMLK-PEN AWR-MTJ-ET-KNW-BSL-JL-MMR-KYN-KLMI-PNVL-PEN	Bawal(NWR)	
11		CMLK-TALIT(ER) CMLK-RE-AWR-TDL-ALD-MGS-GAYA-ASN-UDL-TIT	Bawal(NWR)	
12		CMLK-DKAE(ER) CMLK-RE-AWR-TDL-ALD-MGS-GAYA-ASN-UDL-TIT-BWN-DKAE.	Bawal(NWR)	
13		MLPM-DKAE MLPL-RU-GDR-BZA-DVD-PSA-KUR-BHC-HIJ-ADL-DKAE	MLPM(SR)	
14		MLPM-TIT MLPM-RU-GDR-BZA-DVD-PSA-KUR-BHC-HIJ-ADL-DKAE-BWN-TIT	MLPM(SR)	
15		CMLK/MSTB(NWR)- SVPM(SCR)	Bawal(NWR)	
16		SVPM-MLPM(SR)	MLPM(SR)	
17		MLPM-Abada(SER)	MLPM(SR)	
18		MLPM(SR)-CGS(NFR) RU-GDR-DVD-BHC-BTNG-KAN-SNT-MLDT	MLPM(SR)	
19		CMLK/MSTB-Abada(SER)	Bawal(NWR)	

20		*Detroj(DTJ)-Changsari(CGS)/NFR* *PNU-BKI-AH-MTJ-KSJ-CPA-LKO-BBK-CI-KIR- Not Feasible* *Via DTJ-MSH-PNU-FL-RGS-RE-DSJ-GZB-MB-ROZA-SPC-CI-KIR- Feasible*	*NJP/NFR*	
21		*MHPL/Sanand-Changsari(CGS)/NFR* *SAU-ADI-NAD-BPL-BINA-KTE-MKP-DDU-DNR-PPTA-PHLG-KIR- Route Not Feasible* *Via SAU-ADI-NAD-BPL-BINA-KTE-MKP-DDU-RJO-KIR-Feasible*	*NJP/NFR*	
22		*DTJ/MHPL(WR)-CGS(NFR)* *MSH-PNU-MDJN-FL-BKI-AH-IDH-JAB-TDL-ALD-CAR-DNR-PNBE-RJO-KIR-NJP-RQJ-FLK-NCB-NBQ-RNY*	*NJP(NFR)*	
23		*MLPM-CTDI/Durgapur* *RU-GDR-BZA-DVD-TIG-JSG-SINI-CNI-DMA-BURN-ASN-DGR-CTDI*	*MLPM(SR)*	
1	M/s Maruti Suzuki India Ltd.	GGN/FN/GDGH(NR)-CGS(NFR) PTNR-LPNR-NZM-GZB-MB-ROZA-SPC-SCC-CHPG-KIR-NJP-NBQ-RNY.	TKD(NR)	
1	Proposed by F/M Branch	GGN/GHH- CGS/GHY RE-AWR-MTJ-ALD-BSB-MGS-DNR-PPTA-PHLG-SEE-KIR-CGS/GHY	TKD(NR)	
2	**M/s Maruti Suzuki India Ltd.**	CGN,GDH,FN-PEN, CR(Mumbai) RE-RGS-FL-PNU-MSH-BSR-DIVA-PNVL	TKD(NR)	
3		CGN,GDH,FN-BBMN(Jammu)	TKD(NR)	
4		CGN,GDH,FN-DTJ(detroj) RE-PNU(MSIL)	TKD(NR)	
5		DTJ(Detroj, ADI, WR)- NDV(Banglore) SAU-ADI-BSR-PNVL-WADI-GTL-DMM-NDV	MLPM(SR)	
6		DTJ(Detroj)- CGS(Ghy)	NJP(NFR)	
7		DTJ(Detroj)- GGN	TKD(NR)	
8		DTJ(Detroj)- NDV(SWR)	MLPM(SR)	
9		DTJ(Detroj)- MDCC(Mundra Port)	TKD(NR)	
10		DTJ(Detroj)- NGP(CR)	TKD(NR)	
11		DTJ(Detroj)- PEN(Mumbai,CR)	TKD(NR)	
12		DTJ(Detroj)- BBMN(Jammu, NR)	TKD(NR)	
13		GGN/GDGH- RNI(Rangapani) RE-AWR-MTJ-TDL-ALD-CAR-DNR-PNBE-RJO-KIR	TKD(NR)/ NJP(NFR)	
14		DTJ- RNI NAD-BXN-TDL-ALD-CAR-DNR-PNBE-RJO-KIR	NJP(NFR)	
15		*DTJ-WR* *SAU-JL-AK-BD*	*DTJ/ADI*	
16		*DTJ-Loni Stn, PUNE* *SAU-BSR-PNVL-PUNE*	*DTJ/ADI*	
17		*DTJ-Gurmarket siding, Kolhapur* *SAU-BSR-PNVL-PUNE*	*DTJ/ADI*	
18		*DTJ-MLPM* *SAU-BSR-PNVL-PUNE-WADI-RU*	*DTJ/ADI*	

19		***GGN/FN-Loni Stn, PUNE RE-PNU-BSR***	***FN(NR)***	
20		***GGN/FN-Gurmarket Siding, Kolhapur RE-PNU-BSR***	***FN(NR)***	
21		***GGN/FN-MLPM DSJ-PWL-BINA-ET-BPQ-GDR-RU***	***FN(NR)***	
22		***GGN/GDGH-DCCK, Khodiyay Terminal/ADI RE-RGS-FL-PNU-MSH-KLL***	***FN(NR)***	
1	**M/s Transport Corporation of India Ltd(TCI)**	Walajabad,WJ(SR)- Farukhnagar,FN(NR) GDR-BPQ-ET-BINA-PWL-LPNR-DSJ-PTNR-GHH-FN	FN(NR)	
2		FN(NR)-Jakhwada,CWCJ(WR)(via RBS Route FN-GHH-RE-RGS-FL-PNU	FN(NR)	
3		Jakhwada, CWCJ(WR)-WJ(SR) via RBS Route. SAU-BSR-WADI-GTL-GY-RU-AJJ	WJ(SR)	
4		FN(NR)-Hoshiyarpur,HSX(NR) via RBS Route. FN-GHH-PTNR-DKZ-ANDI-UMB-LDH-JRC-HSX.	FN(NR)	
5		Hoshiyarpur,HSX(NR)-Reddipalem,REP(SCR) via RBS Route. HSX-JRC-ANDI-DKZ-PTNR-DSJ-LPNR-PWL-BINA-ET-BPQ-BZA-KCC-NBR-REP.	WJ(SR)	
6		REP(SCR- WJ(SR) REP-TEL-GDR-WJ	WJ(SR	
7		FN(NR)-Changsari, CGS(NFR) FN-GHH-PTNR-DSJ-LPNR-NZM-TKJ-GZB-MB-BE-ROZA-SPC-SCC-BUW-CI-KIR-SMTA-RNY	FN(NR)	
8		WJ(SR)-CGS(NFR) GDR-DVD-TIG-JSG-MOH-KPK-UDL-SNT-NHT-MLDT . Via GDR-DVD-TIG-JSG-DMA-ASN-JAJ-RJO-KIR is Feasible route in place of above.	NJP(NFR)/ MLPM(SR)	
9		CGS(NFR)-Haldi road,HLDD(NER) RNY-SMTA-KIR-CI-BUW-SCC-SPC-ROZA-BE-IZN	NJP(NFR)	
10		Haldi Road,HLDD(NER)- FN(NR) RMU-KGF-MB-GZB-NZM-LPNR-DSJ-PTNR-GHH-FN	TKD(NR)	
11		HLDD(NER)-WJ(SR) RMU-MB-CH-HGJ-ALJN-HRS-TDL-JAB-AGC-BINA-ET-BPQ-GDR	WJ(SR)	
12		Dodballapur,DBU(SWR)-Kanakpura, KKU(NWR) DMM-WADI-HG-BSR-ADI-PNU-FL.	WJ(SR)	
13		DBU(SWR)- FN(NR) DMM-GY-DHNE-BN-KZJ-BPQ-ET-BINA-PWL-LPNR-DSJ-PTNR-GHH-FN.	WJ(SR)	
14		Kanak Pura, KKU(NWR)- FN(NR) JP-BKI-AWR-RE-GHH-FN.	FN(NR)	
15		***Walajabad,WJ(SR)- Aurangabad(AWB)/SCR Via RU-WADI-BSR-SAU***	***WJ(SR)***	***Not***

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16		Aurangabad(AWB)/SCR-Walajabad,WJ(SR) RU-WADI-HQR-TJSP-KHNP-LTRR	WJ(SR)	Feasible
17		Aurangabad(AWB)-Sanathnagar(SNAG)/(SCR) MUE-SC		
18		Aurangabad(AWB)-Sadashivpet(SSDP)/SCR LTRR-BIDR		
19		Aurangabad(AWB)-Farukhnagar(FN)/NR ANK-MMR-ET-BINA-PWL-DSJ	FN(NR)	
1	IVC Logistics	DTJ- Shankarpalli(SKP)/SCR SAU-ADI-BSR-PNVL-PUNE-WADI	DTJ/ADI	
2		Shankarpalli(SKP)/SCR- MLPM/SR SNF-SC-DHNE-GY-RU	MLPM(SR)	
3		Shankarpalli(SKP)/SCR- FN/NR SNF-KZJ-BPQ-ET-BINA	FN(NR)	
4		FN/NR-Shankarpalli(SKP)/SCR SNR-SC-DHNE-GY-RU	FN(NR)	
5	M/s Joshi Konoike Transport & Infrastructure Pvt Ltd. (JKTIPL)	GGN/FN(NR)-PUNE RE-RGS-PNU-BSR-PNVL	FN(NR)	
6		MATP(NR)- PUNE(CR) PWL-MTJ-NAD-BSR-PNVL	FN(NR)	
7		GGN/FN/MATP(NR)-HYB(SCR) PWL-MTJ-BINA-ET-BPQ-KZJ	FN(NR)	Not Feasible
8		GGN/FN/MATP(NR)-Shankarpalli(SKP)/SCR PWL-MTJ-BINA-ET-BPQ-KZJ	FN(NR)	
9		GGN/FN/MATP/FD(FARIDABAD)/NR-NGP/SCR PWL-BINA-ET	FN(NR)	
10		Walajabad(WJ)- Pune RU-WADI-HG	WJ(SR)	
11		Walajabad(WJ)/SR-Nagpur/SCR GDR-BPQ	WJ(SR)	
12		Pune- Farukhnagar(FN)/NR PNVL-BSR-PNU-RGS-RE-GHH	FN(NR)	
13		Pune- MATP(NR) PNVL-BSR-NAD-MTJ-PWL	FN(NR)	

भारत सरकार/GOVERNMENT OF INDIA

रेल मंत्रालय/MINISTRY OF RAILWAYS

रेलवे बोर्ड/(RAILWAY BOARD)

No.2014/M(N)/951/4

New Delhi, dated: 21.04.2017

The Chief Mechanical Engineers
All Indian Railways

Sub:- Examination of BCACM and BCACBM autocar wagons.
Ref:- This office letters of even number dated 03.11.2015 and 21.06.2016

In view of the experience gained during running of BCACM and BCACBM rakes based at NR & SR on closed circuit basis with validity of 30+5 days & 7500km, the followings have been decided:-

1. BCACM rakes (available at NR) shall be operated with closed circuit basis with BPC validity of 30+5 days & 6000Km whichever comes earlier.

2. BCACBM rakes of older generation based at NR shall be operated with closed circuit basis with BPC validity of 30+5 days & 6000KM whichever comes earlier.

3. The above arrangement at Para 2 shall continue till such time the body strengthening recommended by RDSO is not implemented.

4. Once the strengthening work is completed BPC validity shall increase to 7500Km.

5. The BCACBM rakes with body strengthening modification already implemented (currently based at Melppakam) shall be operated with closed circuit basis with BPC validity of 30+5 days & 7500KM whichever is earlier.

6. All future rakes of BCACBM type shall also be operated on similar lines of Para 5 above.

7. The circuits as advised vide letter u/r (dated 03.11.2015) shall be applicable.

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

21/4/2017

रेल मंत्रालय
Ministry of Railways
Board
Signature
Date of Issue 21/04/17

(Ajay Nandan)
Exe.Dir. Mech. Engg. (Frt)
Railway Board.

Copy to:-

(i)AM(TT)/RB
(ii)EDTT/S/RB
(iii)EDS(Wagon)/RDSO
(iv)ED/CAMTECH/Gwalior

For kind information please.

812761/2021/MECHANICAL(WAGON)

भारत सरकार/GOVERNMENT OF INDIA

रेल मंत्रालय /MINISTRY OF RAILWAYS

रेलवे बो र्ड/(RAILWAY BOARD)

No.: 2014/M(N)/951/4 New Delhi, dated 03 .11.2015

The Chief Mechanical Engineers
All Indian Railways

Sub:- **Examination of BCACM and BCACBM Autocar wagons**

Ref:- This office letter No. 2007/M(N)/951/67 dated 20.11.2008

1. Auto car rakes of BCACM and BCACBM of M/s. Maruti Suzuki are being run on the basis of 6000kms/30 days CC examination pattern for sometime now. It has been decided to run BCACM and BCACBM auto car rakes of M/s. Maruti Suzuki and M/s. APL logistics on CC pattern from their respective bases at Tughlakabad /NR and Melppakam (MLPM) Southern Railway with BPC validity of 7500 kms/30 days whichever is earlier pattern on provisional basis for six months on trial basis.

2. Vide letter under reference, instructions for examination of container trains were issued for improving the availability and productivity of container rakes. It has been decided to undertake examination, commissioning, ROH and maintenance of the autocar rakes of BCACM/BCACBM type wagons on similar lines.

3. Instructions for maintenance and operation of BCACBM rakes are contained in RDSO's technical pamphlet No. G-106. BCACM and BCACBM autocar carrier built on BLC/BLL platforms have been designed for higher throughput per rake as compared to conventional NMG rakes with significantly higher throughput of 318 cars per rake for BCACBM and 270 by BCACM rakes. These rakes are to be operated on the following 10 circuits:

Gurgaon(GGN)/NR	:	Nidvanda (NDV)/SW	(M/s. Maruti Suzuki)
Gurgaon(GGN)/NR	:	Mundra Port/WR	(M/s. Maruti Suzuki)
Gurgaon(GGN)/NR	:	Wardha(WR)/CR	(M/s. Maruti Suzuki)
Melppakam (MLPM)/SR	:	Kathuwas(CMLK)/NWR	(M/s. APL logistics)
Melppakam (MLPM/SR	:	Changsari (CGS)/NFR	(M/s. APL logistics)
Melppakam (MLPM)/SR	:	Sanand (SAU)/WR	(M/s. APL logistics)
Kathuwas (CMLK)/NWR	:	Sanand (SAU)/WR	(M/s. APL logistics)
Kathuwas(CMLK)/NWR	:	Kalamboli/CR	(M/s. APL logistics)
Changsari(CGS)/NWR	:	Kalamboli/CR	(M/s. APL logistics)
Kathuwas (CMLK)/NWR	:	Nidvanda(NDV)/SWR	(M/s. APL logistics)

4. After each loading and unloading the inspection and securing of the following items shall be ensured by the concerned AFTO or their site representatives:

   a) All end doors and flap doors are properly and effectively secured in close positions.
   b) All screw jacks and equipment for operating middle deck adjustment to be secured in disengaged position.

Contd.../-

c) All middle deck of the wagons to be properly and effectively secured in locked position. The guard and driver of the train shall undertake the safe to run (GDR) examination at the loading/unloading points. The scope of such examination shall be as per clause 2.5 of the letter under reference.

(d) If the rake is not due CC examination and is passing through TXR points, it can be given safe to run examination, confined to the visual examination as contained in para 2.5 of the policy circular for containers (i.e. visual checks without insisting on offering of the stocks in empty condition).

5. Based on the operation/performance of the BCACM/BCACBM auto car wagons, the policy for maintenance/running of the wagons shall be reviewed after six (06) months of the issue of this letter/guidelines.

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

(Ajay Nandan)
Exec. Dir. Mech. Engg. (Frt)
Railway Board

C/- (i) Adv.TT(M)/RB
(ii) EDTT(F)/RB
(iii) ED(Wagon)/RDSO
(iv) ED/CAMTECH/Gwalior
} for information please.

Please issue
4/11/2015

04/11/15

81/7/01/2021/MECHANICAL(WAGON)

S.A.P. 141
S.P. 834

Government of India
Ministry of Railways
(Railway Board)

No.2007/M(N)/951/67

November 19, 2008
20

The General Managers
All Zonal Railways

Sub.: **Examination of Container Trains.**

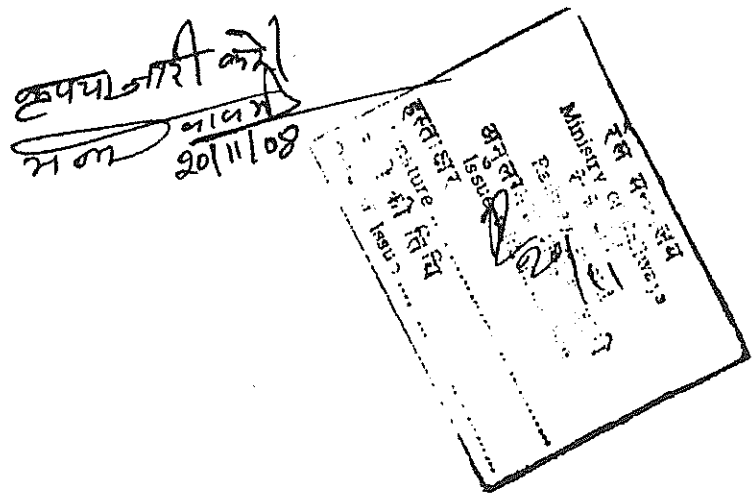
As per directive of CRB, a Joint Action Plan has been prepared by Mechanical and Traffic Directorate of Railway Board to improve the availability and productivity of container rakes. This includes system of examination, commissioning, additional points for ROH, upgradation of rolling stock, maintenance by private parties, outsourcing of maintenance/repair activities etc. for container rakes. A copy of the Plan is enclosed.

2. Zonal Railways should ensure immediate implementation of above mentioned Plan. Necessary infrastructure and other facilities as outlined in the Plan should also be provided so that quality of examination /repair of container trains is not compromised.

Encls.: As above (consisting of 7 pages).

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

Copy to : 1. DG/RDSO/Lucknow – for necessary action on item 6 & 7 of the Action Plan.
2. EDTT(M) & EDTT(F)/Railway Board.



Examination of Container Trains (BLC/BLL Rakes)

In order to improve availability and productivity of Container rakes system of examination, commissioning, ROH/POH of these rakes has been reviewed to standardize maintenance practices, minimize empty running and speedup maintenance/repair attention to these wagons by nominating additional points for examination and ROH of these rakes, provision of additional facilities for maintenance etc. Presently, out of nearly 230 rakes of BLC/BLL, about 35-40 rakes are 4500 km CC pattern being nearer to their ROH/POH. All such rakes will be upgraded and examined on 6000 km CC basis. This will bring uniformity in maintenance and also add to the availability of BLC rakes.

1.0 Additional points for examination of Container Trains

1.1. As per Concession Agreement, all container trains are to be examined in train examination facilities to be provided by the Concessionaires inside their ICDs. However, ICDs of many operators are yet to be commissioned and thus container trains need to be examined at IR's train examination points also.

1.2 Presently 20 points have been nominated for examination of container trains, 13 inside ICDs (10 of M/s CONCOR and 1 each of M/s Adani, M/s Gateway & M/s CWC) and 7 in Railway Yards. In addition to these points, ZRs may henceforth undertake examination of container trains at Bondamunda (SER) also. A ZR wise summary of these 21 examination points is enclosed (**Annexure-1**).

1.3 All the 8 yard examination points mentioned above should be developed and provided with all necessary resources including infrastructural facilities, maintenance spares and staff etc. for examination of container trains. GM/DRM should provide these resources under their extant powers within two months.

2.0 Special Conditions for Examination of Container Trains (Close Circuit)

2.1 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.

2.2 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 with in validity of the BPC. The name of the base depot shall be clearly mentioned on the BPC. Route specific isolated cases, requiring more than 6000 km validity, shall be dealt by Board on case to case basis.

infrastructure facilities at the points nominated for CC examination of container trains shall be upgraded to 'A' category (by ZRs in case the examination point is in the yard and by the concerned operator in case it is inside the ICD)on top priority within two months.

2.4 Till the facilities are upgraded to 'A' category, concerned DRMs (for points in Railway yards) and CTOs (for points inside ICDs) should ensure that 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.

2.5 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/un-loading. 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.

2.6 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.

2.7 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.

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

2.9 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/unloading shall be permitted in the direction of CC base depot. The revalidation 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.

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 point 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. 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.

2.10 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.

2.11 Besides 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 6000 km CC rakes, issued from time to time, shall be observed.

3.0 ROH of Container Wagons

3.1 Presently ROH of BLC wagons is being undertaken at TKD/JUDW only. The ROH arising of container wagons from next year is going to exceed capacity of NR. Hence in order to avoid un-necessary movement of ROH wagons to TKD/NR, it is imperative to develop facilities of ROH **on priority** (under GM's powers) at additional points latest by 31.1.2009.

3.2 Requirement of ROH facilities for wagons, based on XI Plan projection, including container wagons, was examined by an EDs' Committee comprising of ED/Plg, EDTT/M, EDFX-I and EDME(Frt.). The report has been accepted by the Board (MM, MT & CRB) and accordingly, vide Board's letter No. 2005/M(N)/951/13 Pt Vol-I dated 14.8.2007& 7.11.2007 Railways have been advised to develop facilities for ROH of BLC wagons at GIM and TNPM and augment capacity of TKD to meet additional requirement. These facilities should be developed on top priority.

3.3 Besides above mentioned points facilities for ROH of container wagons should also be developed at NH (for ER/SER/ECoR/SECR rakes) and GMC (for NCR rakes). Moreover, as facility for ROH at GIM may not be available before Year 2010-11, WR should in the meanwhile undertake ROH of BLC rakes of SBI/GIM/MD/Nagpur at Sabarmati ROH depot.

3.4 All necessary resources including infrastructural facilities, maintenance and unit exchange spares and staff etc. should be provided at above mentioned points, for ROH of container wagons. GM/DRM should provide these resources under their extant powers within two months.

Commissioning of new BLC/BLL rakes

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All new rakes of BLC/BLL wagons shall be commissioned by their respective CC base depot. The depot undertaking commissioning of new BLC rakes will send detailed wagon-wise commissioning report of such rakes to all concerned including Northern Railway, for centralized planning for ROH/POH of all BLC/BLL wagons. During movement of new rakes from the manufacturer's place to CC base depot, rake can be loaded one time in the direction of CC base depot.

5.0 Examination of container rakes in loaded condition

It is not feasible to examine BLC/BLL wagons with containers loaded on wagons as under frame safety items cannot be attended because of lower wheel dia and floor height. In order too carryout examination of rakes in loaded conditions (container on wagon) on non-pit lines, following inputs are required:

i. Replacement of under frame mounted brake system with Bogie Mounted Brake System for which a suitable design should be developed by RDSO.

ii. Mechanized defect detection systems like acoustic bearing detectors and online bogie monitoring systems etc. to be installed within 50 km from base so that list of defects become available to TXR

CTO may provide inputs as above or construct examination pit in their ICD for examination of rakes.

6.0 Examination on 7500 km CC Bases

6.1 As a special case, TKD & Dadri points have been permitted to issue BPC for CC running of BLC rakes upto 7500 km. However, this has not been successful as only in about 10% cases, such extension (7000 km and above) in examination period has been utilized. In the months of June and July 2008, at TKD out 54 and 45 examinations of 7500km CC rakes, examination of only 6 and 5 rakes respectively was 7000 - 7500 km. In nearly 50% cases, rakes were offered for examination even before running of 6000 km.

Thus, presently out of total 230 rakes of BLC only about 7-8 (less than 5%) rakes are actually being offered for examination after extended run in 7000 to 7500 km range. Moreover, 7500 km CC rakes have been formed only out of new and off ROH/POH wagons which are comparatively much better in condition than other rakes. Thus based on the performance of few rakes it may not be appropriate to universalize 7500 km CC pattern for all BLC wagons irrespective of their condition/age. This would require upgradation of brake system, bogie and bearings.

The BLC wagon was developed by RDSO for RITES and design is jointly owned by RDSO and RITES. Hence RDSO/RITES will be asked to work out an upgradation package for these wagons which will be offered to

operators to modify their rakes. Target time for RDSO/RITES to work out the package will be 6 months.

6.2 There is well established statistical/managerial method based on risk factors i.e. RAMS (Reliability, Availability, Maintainability & safety), to determine required periodicity of maintenance of equipments. RDSO shall be advised to carryout such study in consultation with IIM.

7.0 Private Maintenance

7.1 Examination and maintenance of rolling stock by private operators is a complex issue linked with safety of trains. The implications of any slip in this area can be of very serious nature as any dilution in maintenance standard will lead to unreliable and unsafe operation on IR system. Mere certification of rakes by TXR, based on visual examination is not sufficient to ensure safe conditions.

7.2 Moreover, besides infrastructural facilities, quality of maintenance is also dependent on job related training and experience of staff and supervisors. IR has a well laid down system of training and also selection/ promotion of staff based on skill and seniority. It is also supported by well established system of periodic inspection by maintenance inspector/officers etc. These systems will have to be developed and documented for proper monitoring and implementation. Proper documented systems are required such as:

a. Comprehensive Maintenance Manual
b. TXR Booklet for Rejectable Defects
c. Standard Computerized Maintenance Record & monitoring and documentation system
d. Components, procurement/outsourcing /inspection system
e. Engineers/staff training needs/qualification
f. Maintenance quality standards and approval system including periodic renewal inspection
g. System for fixation of responsibilities and penalties for recovery of losses to railways due to equipment failure, accident etc on line/yards
h. Categorization of maintenance/repair, system of evaluation of costs of different repairs and methods of cost realization in case the examination repair done by railways/other operators at places other than operators on facilities.

7.3 This requires extensive study and report preparation. RDSO/CAMTECH neither have any past experience nor any facility to examine this issue and prepare necessary documents for maintenance of container wagons by private agencies/operators in the limited period. Hence, RDSO may be advised to undertake this study in consultation with RITES, on single tender basis, and develop a comprehensive system and related documents for implementation by CTOs and monitoring by Railways, within a target time

of 6 months. RDSO/RITES may also take views of the CTOs during their study.

8.0 Increase in Population of Rakes and Availability of Staff

Over last few years, there has been a significant increase in the population of BLC rakes. The population of these rakes has grown from 150 odd rakes to nearly 230 rakes. The trend is likely to continue in future. Hence, besides other facilities and material, there is going to be increased requirement of staff for maintenance of these rakes. In order to meet this requirement, without addition of manpower, following line of action is proposed:

8.1 Maintenance of sub-assemblies to be out-sourced to the OEMs and released manpower to be utilized for maintenance of rakes in the yards/sick lines.

8.2 Except dismantling, assembly and testing other activities like overhauling of brake equipment/bogies to be out sourced in ROH depots/workshop so that additional work can be handled.

Encl: As above

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

(D.P. Pande)
EDTT(M)

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Annexure – 1

List of Points Nominated for Intensive Examination/ROH of Container Trains

RLY	Existing Points		Additional Points
	ICD	Yard	Yard
NR	TKD, GarhiHarsaru Patli, Noli, DDL	TKD @	
NCR	DER, GMC	GMC @	
ER	MJT	NH @	
CR	NGP		
WR	SBI	GIM @ #	
WCR			
SCR	SNF		
SR	TNPM	TNPM @	
SWR	WFD		
SER			BNDM
NWR		Madar	
SECR		Gondia (Non-CC)	
Total	13	7	1

@ Points nominated to undertake ROH of container wagons

\# Till ROH facilities are developed at GIM, WR to undertake ROH of container wagons at SBI ROH depot.

812761/2021/MECHANICAL(WAGON) भारत सरकार Government of India

रेल मंत्रालय Ministry of Railways

रेलवे बोर्ड Railway Board

No.2018/M(N)/951/5

New Delhi, dated 28.02.2019

General Managers
All Zonal Railways

Sub: Examination of Container Trains
Ref: Board's letter No. 2007/M(N)/951/67 dated 19/20.11.2008

The detailed instructions for the examination system of Container Trains were issued vide letter under reference. Keeping in view the increased utilization of Container Trains and demand for Container services, TKD/NR & Dadri/NCR points had been permitted to issue BPC for CC running of BLC rakes upto 7500 kms instead of 6000 kms as prescribed earlier, on trial basis since July 2018.

Based on the observations and data collected during the above trial, it has been decided as follows :

1. All Container Trains shall be run on CC basis with validity of 7500 km or 30 days whichever is earlier.
2. All the existing special conditions about such BPCs (para 2.0 of annexure to letter under reference) shall continue to remain applicable.
3. The above is subject to the following 03 conditions being met in addition to the earlier advised conditions :
   (i) 100% change of MU Washer in ROH and POH in terms of Railway Board List of Must Change Items (as given in CAMTECH Wagon Maintenance Manual Appendix-V) may be ensured.
   (ii) Monitoring of Brake pipe leakage rate before commencement of every rake movement, after train examination should be ensured.
   (iii) After each loading/unloading, the rake will be examined by Guard and driver before commencement of journey and BP/FP pressure and kilometres earned will be recorded under relevant column of the BPC.

The above instructions may be circulated among all concerned on Zonal Railways and implemented with immediate effect.

The above issues with the approval of **Board (MT & MRS).**

O/C

(Ajay Nandan)
Exe. Dir. Mech. Engg. (Frt.)
Railway Board

Copy to:
1. **DG/RDSO, Lucknow**
2. **PED/TT(M), EDTT/S – Railway Board**

812761/2021/MECHANICAL(WAGON) भारत सरकार/GOVERNMENT OF INDIA

रेल मंत्रालय /MINISTRY OF RAILWAYS

रेलवे बो र्ड/(RAILWAY BOARD)

No.: 2014/M(N)/951/4 New Delhi, dated 03 .11.2015

The Chief Mechanical Engineers
All Indian Railways

Sub:- **Examination of BCACM and BCACBM Autocar wagons**

Ref:- This office letter No. 2007/M(N)/951/67 dated 20.11.2008

1. Auto car rakes of BCACM and BCACBM of M/s. Maruti Suzuki are being run on the basis of 6000kms/30 days CC examination pattern for sometime now. It has been decided to run BCACM and BCACBM auto car rakes of M/s. Maruti Suzuki and M/s. APL logistics on CC pattern from their respective bases at Tughlakabad /NR and Melppakam (MLPM) Southern Railway with BPC validity of 7500 kms/30 days whichever is earlier pattern on provisional basis for six months on trial basis.

2. Vide letter under reference, instructions for examination of container trains were issued for improving the availability and productivity of container rakes. It has been decided to undertake examination, commissioning, ROH and maintenance of the autocar rakes of BCACM/BCACBM type wagons on similar lines.

3. Instructions for maintenance and operation of BCACBM rakes are contained in RDSO's technical pamphlet No. G-106. BCACM and BCACBM autocar carrier built on BLC/BLL platforms have been designed for higher throughput per rake as compared to conventional NMG rakes with significantly higher throughput of 318 cars per rake for BCACBM and 270 by BCACM rakes. These rakes are to be operated on the following 10 circuits:

Gurgaon(GGN)/NR	:	Nidvanda (NDV)/SW	(M/s. Maruti Suzuki)
Gurgaon(GGN)/NR	:	Mundra Port/WR	(M/s. Maruti Suzuki)
Gurgaon(GGN)/NR	:	Wardha(WR)/CR	(M/s. Maruti Suzuki)
Melppakam (MLPM)/SR	:	Kathuwas(CMLK)/NWR	(M/s. APL logistics)
Melppakam (MLPM/SR	:	Changsari (CGS)/NFR	(M/s. APL logistics)
Melppakam (MLPM)/SR	:	Sanand (SAU)/WR	(M/s. APL logistics)
Kathuwas (CMLK)/NWR	:	Sanand (SAU)/WR	(M/s. APL logistics)
Kathuwas(CMLK)/NWR	:	Kalamboli/CR	(M/s. APL logistics)
Changsari(CGS)/NWR	:	Kalamboli/CR	(M/s. APL logistics)
Kathuwas (CMLK)/NWR	:	Nidvanda(NDV)/SWR	(M/s. APL logistics)

4. After each loading and unloading the inspection and securing of the following items shall be ensured by the concerned AFTO or their site representatives:

   a) All end doors and flap doors are properly and effectively secured in close positions.
   b) All screw jacks and equipment for operating middle deck adjustment to be secured in disengaged position.

Contd.../-

c) All middle deck of the wagons to be properly and effectively secured in locked position. The guard and driver of the train shall undertake the safe to run (GDR) examination at the loading/unloading points. The scope of such examination shall be as per clause 2.5 of the letter under reference.

(d) If the rake is not due CC examination and is passing through TXR points, it can be given safe to run examination, confined to the visual examination as contained in para 2.5 of the policy circular for containers (i.e. visual checks without insisting on offering of the stocks in empty condition).

5. Based on the operation/performance of the BCACM/BCACBM auto car wagons, the policy for maintenance/running of the wagons shall be reviewed after six (06) months of the issue of this letter/guidelines.

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

(Ajay Nandan)
Exec. Dir. Mech. Engg. (Frt)
Railway Board

C/- (i) Adv.TT(M)/RB
(ii) EDTT(F)/RB
(iii) ED(Wagon)/RDSO
(iv) ED/CAMTECH/Gwalior
} for information please.

Please issue
4/11/2015

04/11/15