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

No. 2022/M(N)/951/34 (3381449) New Delhi, Dated 06.12.2022

General Managers
All Zonal Railways

Sub: Enhancement of BPC validity of CC rakes of BOBRN to 7500 kms or 35 + 5 days whichever is earlier on trial basis for one year

Ref: Board's letter no. 2005/M(N)/951/13 dated 25.04.2006 & 07/ 10.04.2006
(copy enclosed)

Vide letter no. ERB-I/2022/23/2 dated 06.01.2022, Railway Board had constituted a committee consisting of PED/EE(RS) - Convenor, EDME/Frt., EDME/Chg. & ED/Coal to review maintenance schedule of Rolling Stocks.

Following recommendation of the committee has been approved by **Board (CRB, M/TRS, M/O&BD and MF) :**

"Considering increase in the BPC validity of CC rakes of BOBRN to 7,500 Km or 35+5 days, whichever is earlier, on trial basis, duly taking into account current performance"

Accordingly it has been decided to run BOBRN rakes on CC pattern with BPC validity of 7500 kms or 35+5 days whichever is earlier on trial basis for one year. Subject to the following conditions:

1. It shall be strictly ensured that these extended BPC validity rakes are offered for examination within the prescribed limit of 7500 Km or 35+5 days, whichever is earlier. Any deviation noticed in this regard should be brought to the notice of PCOM and PCME for taking necessary remedial action.

2. Wagons in the rakes in which BPC validity is extended, should be in good condition and standards of maintenance of these rakes to be commensurate with the increased running involved.

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06/12/22

3. All these rakes will be offered for examination through FOIS & after issue of the BPC, it should be returned from FMM to FOIS for proper monitoring during operations.

4. Close monitoring of enroute failures should be done.

5. Adequate availability of material for maintenance should be ensured.

6. Suitable endorsement of increased validity to be done on the BPC, in extended validity rakes.

7. Other extant conditions of running of CC rakes will remain same and shall be followed strictly.

If any major issue is faced during running of these rakes, the same shall immediately be brought to the notice of Board, through PCME, for necessary course correction, as necessary.

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06/12/22

DA: as above

(Vivek Mohan)
Director, Mechanical Engineering (Freight)
Railway Board
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Copy to:-

1. **PCMEs/All ZRs; PCOMs/All ZRs** – for kind information and implementation
2. **AM/TT** – for kind information
3. **MD/CRIS** - for kind information & ensuring changes in FOIS & FMM

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

S.N. 123

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated

No.2005/M(N)/951/13 April 25, 2006

The General Managers (OL)
All Indian Railways

Sub.: **Freight train examination – Premium end-to-end rakes.**
Ref.: **This office letter of even number dtd.10.4.2006.**

Further, in continuation to the above referred letter, Board (MM & MT) have decided as under:

i) In addition to BOXN stock, other air braked stocks like BCN, BCNA, BCNAHS, BOXNHS, BOXNHA, BOST, BTPN, BOBR and BOBRN shall also be examined on premium end-to-end pattern.

ii) Following depots are nominated for premium end-to-end examination of air braked freight stock:

RLY	Depots	RLY	Depots
CR	BSL, DD	**SER**	NMP, BKSC, BNDM, ADTP
ECoR	OEC, RMUY	**SR**	JTJ, ED, TNPM
ECR	MGS, NRPA	**SECR**	BIA, PPYD, BSP, Korba
ER	UDL, NH	**SWR**	BYPL, HPT
NCR	GMC, JHS	**NER**	GD
NFR	NJP, NGC	**NR**	TKD, KJGY, UMB
NWR	Madar	**WCR**	NKJ, Kota
SCR	GY, RDM, BZA	**WR**	GIM, Hapa, BRC, SBI, RTM

iii) GMs should arrange to upgrade the examination facilities at the above mentioned TXR examination points to 'A' category within next 6 months. Any sanction or more funds, required for upgrading the facilities, will be provided to the zones.

iv) It is expected that henceforth, most of the air braked stock examined at these depots will be issued either CC or 'Premium end-to-end' BPC.

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड
Railway Board

25/4/06
(A.K. Puthia)
EDME (Frt.)

S.M-121

भारत सरकार GOVERNMENT OF I
रेल मंत्रालय MINISTRY OF RAIL
(रेलवे बोर्ड RAILWAY BOARD)

रेल भवन, नई दिल्ली-110001, दिनांक
Rail Bhavan, New Delhi-110 001, dated

No.2005/M(N)/951/13

April 7, 2006
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The General Managers (OL)
All Indian Railways

Sub.: **Freight train examination – Premium end-to-end rakes of BOXN stock**

Under Railway Board's letter No.M(N)/2005/Train Examination dated 25.5.2005, instructions for "premium end to end rakes" of covered air braked stock (BCN, BCNA, BCNAHS) were issued to zonal railways.

2. After due consideration, Board (MM & MT) have decided to extend the above concept of premium end to end rakes to BOXN type stock also. These rakes shall have a BPC validity of 12 days to enable multiple loading/unloading within short leads subject to compliance of certain conditions as enclosed herewith for kind information and implementation.

3. Please acknowledge the receipt and confirm compliance.

(A. K. KANA)
Director, ME(Frt.)

Encl.: As above.

No.2005/M(N)/951/13

Sub.: **Introduction of premium end-to-end rakes of BOXN type stock.**

1. Premium end-to-end rakes will be formed out of air brake open stock (BOXN, BOXNHA & BOXNHS).

2. Premium end-to-end rakes will be intensively examined in empty condition and certified by examination points nominated by CME & COM. Such premium examination points should either be 'A' category already or should be upgraded to 'A' category on priority.

3. If any of the conditions 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 will operate as normal end-to-end rake.

4. 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 day period, the rakes will be allowed multiple loading/unloading.

5. 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. In case of mechanized loading/unloading examination by TXR will be desirable.

6. Stipulation to form rakes out of off POH/ROH wagons as is applicable for CC rakes will not apply in case of Premium end-to-end rakes. However, the rakes will be turned out with minimum 95% Brake Power.

7. After the lapse of 12 days, the rakes should be offered for next intensive examination at the first examination point in the direction of movement. 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 yards which are not nominated for examination. After examination the rake will be certified as premium rake subject to fulfillment of above mentioned conditions, otherwise as conventional end-to-end rake.

8. Movement of Premium end-to-end rakes will be monitored through FOIS by Traffic and Mechanical departments.

9. The system will be introduced on trial for 6 months after which it will be reviewed based on feedback from the zonal railways. To facilitate the review, a para should be included in the CME's PCDO to the Board (MM) indicating number of BOXN rakes operating as Premium end-to-end rakes, performance of such rakes in respect of reliability and safety, improvement in availability of stock as a result of introduction of new system etc.

10. The format for Brake Power Certificate for Premium end-to-end rakes (to be printed on good quality green colour paper) is enclosed.

(A.K. RANA)
Director, ME(Frt.)

/Correspondence 2006

BRAKE POWER CERTIFICATE FOR PREMIUM
End-to-End BOXN RAKES only

I. (A) BPC TO BE FILLED BY TRAIN EXAMINING SUPERVISOR AT THE ORIGINATING POINT.

ISSUED BY : (Examination point/Divn./Railway) _____

TRAIN NO. _____ LOAD & STOCK _____

BPC NO. _____

BPC ISSUE DATE _____ BPC VALID UPTO _____

STATION _____ DATE OF LOADING _____

AIR PRESSURE AT DEPARTURE

ON LOCO (kg/cm2) _____ ON BK.VAN (kg/cm2) _____

TOTAL NO. OF CYLINDERS _____ NO. OF OPERATIVE CYLINDERS _____

BRAKE POWER % _____

I.(B). LIST OF WAGONS IN THE RAKE AT ORIGINATING POINT

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

( ) ( ) ( )

DRIVER'S NAME & HQ. GUARD'S NAME & HQ. JE/SE(C&W)'S NAME & STN.

I (C). DISTANCE TRAVELLED (TO BE FILLED BY DRIVERS):

Sl. No.	Date	Loco No.	Train No.	Driver's Name/HQ	From	To	KMS	Cum. KMS	Driver's sign

I (D). PARTICULARS OF WAGONS DETACHED ENROUTE

1.
2.
3.
4.

I (E). ENROUTE PROBLEMS NOTICED & ATTENTION GIVEN

Date	Loco No	Dr's Name	Dr's HQ	Problems and Action Taken		Sign of Dr/Stn staff
				Stn	Nature	

I (F). BRAKE CONTINUITY/REVALIDATION AT LOADING/UNLOADING POINT

SN	Station	Rly	Date	Loco No	Pr ready at	Abnormality Observed	Sign

GDR CHECK LIST:

Sl No.	ITEMS TO BE CHECKED BY GUARD AND DRIVER
1	Rake integrity is not disturbed by more than 10 FWUs. Only intensively examined wagons given fitness by train examining staff may be attached.
2	All CBCs and Air Hoses are properly coupled and locked.
3	All the Angle Cocks are in open condition
4	The last Angle Cock is in closed condition
5	Empty/Load device handle is in proper position
6	There is no loose fittings/hanging parts like push-pull rod, Brake Beam, Safety brackets, Brake Blocks etc. which may endanger safe running of the train.
7	Hand brakes are released.
8	Doors of wagons are closed properly and locked/secured.
9	Any other abnormality noticed and action taken.
10	Guard & Driver shall prepare a memo jointly on a plain sheet in triplicate indicating the brake power and deficiency, if any, and shall append their signatures and both of them shall retain a copy of the same. Guard should obtain SM/YM's endorsement on two copies of joint memo and hand over the third for SM/YM's record. SM/YM will inform the Section Control after making the endorsement on the joint memo and obtain clearance for the train to move.
11	Continuity of the brake pipe pressure is confirmed through VHF/Whistle code before starting the train