SN-77

Government of India
Ministry of Railways
(Railway Board)

No. 2008/M(N)/951/13/CC Rakes **August 05, 2009**

The General Managers
All Zonal Railways

SUB: FORMATION AND HOLDING OF BOXN CC RAKES

The utilization and also maintenance standards of Close-circuit rakes are higher in comparison to Premium rakes. To meet the traffic loading targets of current year, it was considered to increase the number of CC rakes of BOXN-type wagons. Enclosed please find the Joint Note of Traffic and Mechanical Dte. of Railway Board regarding formation of BOXN CC rakes. The instructions contained in the Note should be implemented and also monitored periodically.

(G.C. Budhalakoti)
Executive Director Mech. Engg.(Frt)
Railway Board

Encl: As above

Copy to/-

AM(Traffic), EDTT(M)/Railway Board

05/8/09

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SUB: Formation and holding of BOXNM1 CC Rakes

Against the desired level of 664 nos. of BOXN CC rakes, the actual availability is much less and it was only 490 by the end of June 2009.

2. In order to ensure the optimum utilization of BOXN wagons to meet the traffic requirement for the current year, new CC rakes are required to be formed from off-POH/ROH wagons. Workshop-wise programme for formation of the rake and their destination for close circuit maintenance is given below:

S.No	Railway	Workshop		ROH Depot		Destination
		W/S	Target/ mth	Depot	Target/ mth	
1	CR	--	--	BSL	2	For CR only
2	NCR	JHSW	8			All to SER via SECR
3	ER	LLHM	1.5	UDL	2	1.5 to ER, 2.0 to SER
4	ER	JMP	4			4 rakes to SER
5	ECR	--	--	MGS	5	4 rakes to SECR 1 to ECR
6	ECoR	--	--	VSKP	3	All to ECoR
7	NR	JUDW	2	--	--	All to SER
8	SR	PWP	2.5	JTJ	1	2.5 to SWR, 1 to SR
9	SCR	RYPS	3	GY, RDM	3	All to SCR
10	SER	KGPW	3	BNDM, BKSC	4	4.0 SER 3.0 ECoR
11	SECR	RWS	4	BIA, BSP	5	4.0 to ECoR, 5.0 SECR
12	SWR	--	--	HPT	1	All to SWR
13	WCR	KTTW	2	NKJ	5	5 to WCR, 2 to SECR
14	WR	--	--	SBI	1	
TOTAL			30		32	

Separate CC rake of BOXNM1 and BOXNHSM1 will be formed

By the end of Sept. 2009, (30+32) x 2 = 124 CC rakes will get added to be system.

3. Zonal Railways will maintain these rakes as CC rakes and ensure that these rakes are not lost during run and maintained at the base depot as per the extant instructions from the Railway Board.

4. During formation of the rakes by workshops/ROH depot from off POH /ROH wagons, wagons will get held up for some days. During this period these fit wagons will not be counted under ineffective and depending upon the requirement instructions in this respect should be issued locally by COM & CME for their system. Fit ROH wagons wherever not specified for the zonal railways should get consumed in CC rakes of the arising zonal railways on day to day basis

5. Some of the workshops/ROH depot may not be having adequate space to hold the large number off POH wagons to form a rake. In this situation, these wagons will be turned out from the workshop/ROH depot and the rake will be formed in the nearest yard. Local instructions depending the availability of the space and location of the nearest yard may be issued by CME and COM.

EDTT(M)
Railway Board

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EDME(Fr.)
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