SN-91

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No.2008/M(N)/951/13 CC Rakes New Delhi, dated 05 .02.2010

The General Managers
All Indian Railways

Sub:- **Close Circuit pattern of examination for BTPN wagons**

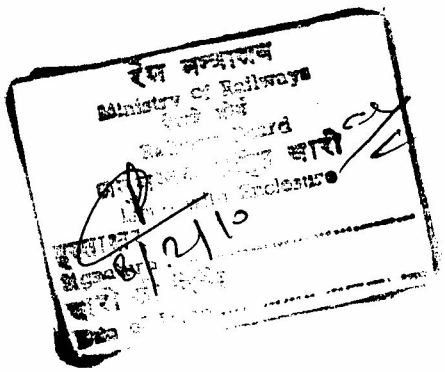
To improve the availability and utilization of BTPN rakes, it has been decided to operate BTPN rakes on CC pattern.. Enclosed please find a Joint Note of Traffic and Mechanical Directorate of Railway Board regarding formation, maintenance and operation of BTPN rakes on trial basis for six months.

This has the approval of Board (MM & MT).

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

DA: As above

Copy to: **EDTT(M)**/Railway Board



कृपया उपरि करें।
मनु कला मीना
05/2/10

SUB: CLOSE CIRCUIT PATTERN OF EXAMINATION FOR BTPN WAGONS

Close circuit examination of BTPN wagons shall be taken on trial basis for six months as detailed below:

S. No.	Base	No. of Rakes	Circuit	Validity of BPC
1	NJP/NFR	40	NF, ER, EC, NE, NC, SE & NR	7500 Kms or 35 days whichever is earlier
2	KRCA/WR	30	WR, NR, NC, CR, WC & NWR	6000 Kms or 30 days whichever is earlier
3	BAD/NCR	25	NC, NE, NR, WR & WC	6000 Kms or 30 days whichever is earlier
4	NMP/SER	25	SE, ECOR, EC, ER & SECR	6000 Kms or 30 days whichever is earlier
Total		**120**		

2. CC examination will be done only on the examination lines in the yard having proper facilities of material handling, pucca pathway, welding, lighting, etc. The CC examination will be done on the lines where there is no OHE.

3. The existing rakes(ordinary/Non-CC/premium) shall be thoroughly examined for defects and all defects shall be attended before declaring CC rake. Special Gang, if required, may be provided to attend the repairs and rakes shall be declared CC rakes after thorough examination by a supervisor not below the rank of SSE

4. All wagons from ROH/POH shall be utilized for making CC rakes and off POH/ROH wagons waiting for formation of CC rakes shall not be considered under ineffective. Local instructions of formation of CC rakes of off POH/ROH shall be issued by CME and COM jointly.

5. During CC examination, proper attention to the safety fittings, pipes, valves etc. shall be given and their maintenance records will be maintained separately.

6. Monitoring of CC rakes shall be done through FOIS and also by Sr. DME & Sr. DOM jointly of the division where the CC rake is based for maintenance. In case CC rake is not made available for examination at base depot and offered for examination at some other depot, it will

become a non-CC rake and it will follow the normal intensive examination pattern.

7. After each loading/unloading, the rake will be examined by Guard and Driver before commencement of journey and observation will be recorded under relevant column of the Brake Power Certificate. Guard and Driver shall be trained for safety requirements of tank wagons carrying hazardous material.

8. Railway shall ensure that other requirements as stipulated by RDSO from time to time and IRCA for carrying and handling of hazardous material in tank wagons shall be met.

9. After completion of 6 months of trial period Railways will submit performance report with details of detachments (with reasons), poor brake power cases, and detachments during examination etc. for review by the Board.

4/12/2010

(Deepak Nath)
EDTT(M)

4/12/2010

(G.C. Budhalakoti)
EDME(Fr.)