BHARAT SARKAR/GOVERNMENT OF INDIA
RAIL MANTRALAYA/MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2014/TT-1/RDSO/33/03 **New Delhi, dated 01.04.2025**

Principal Chief Operations Managers,
Principal Chief Mechanical Engineer,
All Zonal Railways.

Sub: Guidelines for segregation of wagons and validation of Wagon Speeds while issuing BPC.

Please find enclosed guidelines for segregation of Wagon while issuing BPC to achieve uniformity in wagon composition of rakes, for availing actual speed potential of pure rakes. Zonal Railways are advised to strictly comply with above guidelines & send periodic feedback on the same.

This is issued with the concurrence of Mechanical Directorate of Ministry of Railways.

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Copy to: i) **CAO/System-** for information and necessary action, for required modification and providing details in the system as per these guidelines.

ii) **EDME/Frt -** for information and issue necessary instruction to CRSE/Frt.

Subject: Guidelines for Segregation and Validation of Wagon Speeds while issuing BPC.

A number of wagons with higher speed potential in both empty and loaded conditions have been inducted into service. However, if a rake is not maintained in its pure form and wagons of older designs are attached, achieving the intended speed potential becomes impossible, even in an empty condition. The maximum permissible speed of a rake is determined by the wagon with the lowest sanctioned speed.

The following guidelines are being issued for the identification and segregation of wagons, wherever feasible, to maintain rake purity and ensure higher operational speeds by utilizing the available speed potential and improving mobility.

1. The sanctioned wagon speed, as approved by the Railway Board, is available for each wagon on the FMM portal. The same will also be made available in FOIS. Wagons on both these portals will be color-coded based on speed categories for easier identification.
2. During the issuance of BPC, the current protocol displays a mirror BPC on the TXR's screen. CRIS will be instructed to include the speed details for each wagon on this mirror BPC, with entries color-coded based on speed categories to assist TXRs in identifying wagons (if any) with slower speed. The printed BPC will also have the sanctioned speed for each wagon on the BPC itself.
3. At the time of examination, the detachment/shunting memo shall also indicate the number of lower- and higher-speed wagons. If a rake is short by only one or two wagons and spare wagons of the same type are unavailable, it may be allowed to run with one or two wagons short to ensure that the speed of the rake is not reduced or compromised.
4. Traffic officials, will decide on segregation based on required number of detachments, availability of replaceable wagons and yard congestion etc.
5. Traffic and C&W officials will ensure availability of sufficient numbers of higher speed fit wagons, which needs replacement in examination yard through - on line repair, faster outturn from sick line and ROH depots on priority.
6. Once the shunting and replacement are completed, the TXR will verify the speed details and proceed with issuing the BPC.
7. This exercise will be done in first phase in large CC depots for Open Covered wagons w.e.f. 15.04.2025. Monitoring of Purification shall be done through CRIS web report.
8. Loco pilot has to follow the Stock specific speed permitted in respective sections of the zonal railways, as notified in their WTT.

EDME Freight 01.04.2025

ED Coal