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

No.2008/M(N)/951/13 CC Rakes **New Delhi, dated 11.03.2010**

The General Managers
All Indian Railways

Sub: **Close Circuit pattern of examination for BOXNHL & BCNHL wagons**

To improve the availability and utilization of BOXNHL and BCNHL rakes, it has been decided to operate their rakes on CC pattern. Enclosed please find a Joint Note of Traffic and Mechanical Directorate of Railway Board regarding formation, maintenance and operation of BOXNHL and BCNHL rakes. Periodical analysis of performance and health of the rakes may be done and a report may be submitted to RDSO.

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

DA: As above

(G.C. Budhalakoti)
Exec. Dir. Mech. Engg.(Frt)

Copy to: CCRS/Lucknow – for kind information
EDTT(M)/Railway Board

SUB: Close-circuit pattern of examination for BOXNHL and BCNHL wagons

1. In order to ensure maximum availability and utilization of BOXNHL and BCNHL wagons for traffic loading, it has been decided to form, maintain and operate CC rakes of these wagons with BPC validity of 7500 Km/ 35 days at MGS (for BOXNHL), SCR (for BCNHL) and other points to be notified from time to time.

2. At present, since the fleet of BOXNHL and BCNHL wagons is new, all wagons can be used for formation of CC rakes. Proper examination of the wagons may however be done before declaring them fit to run as CC rake.

3. 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 on which there is no OHE.

4. During CC examination, proper attention to the safety fittings shall be given and their maintenance records shall be maintained separately.

5. 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 the 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.

6. 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.

7. Detailed records should be kept for the performance of the rakes and their condition should be recorded during every examination. After three months of trial period, analysis of performance and health of the rakes may be done and a report may be submitted to RDSO.

8. This has the approval of the Board (MM and MT).

(Deepak Nath) 16/3/10
EDTT(M)

(G.C. Budhalakoti)
EDME(Frt)