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

No. 2018/M (N)/951/34

रेल भवन, नई दिल्ली- 110001, तिथि
Rail Bhavan, New Delhi-110001, **Dated 17.07.2018**

The P.C.O.M.,
North Western Railway
Jaipur

Sub: **Round trip BPC of Steel rakes (BOST/BRNA)**
Ref: 1) NWR's letter No.T-2/2/6/6/C&W/2016 dated 27.06.2018
2) Board's letter No.2013/M(N)/951/22 CC Rakes dt.26.2.15

. . .

Vide Board's letter under reference (2), instructions were issued for operation of CC rakes on the basis of time validity of BPC only as a trial measure for three months. This is to advise that no decision has been taken to further extend the period of three months trial. Accordingly, the operation of CC rakes shall continue to be taken up as per the already advised provision of 30 days or 7500/6000KM validity (whichever comes earlier) as per the existing instructions applicable.

(AJAY NANDAN)
Exec. Director Mech. Engg. (Fr)
Railway Board

Copy to:
PCOMs, All Zonal Railways except NWR
PCMEs, All Zonal Railways

SM10

NORTH WESTERN RAILWAY

Headquarters' Office
Jaipur
Date: 27.06.2018

रेल मंत्रालय (रेलवे बोर्ड)
Ministry of Railways (Railway Board)
9 JUL 2018

No.: T-2/2/6/6/C&W/2016

Advisor – TT(M)
Railway Board
New Delhi

Sub: Close circuit pattern of examination for BOXNHL and BCNHL wagons.
Ref: (1) EDME (Freight), Railway Board's letter No. 2013/M(N)/951/25 dated 02.01.2014. SM10/2
(2) EDME (Freight), Railway Board's letter No. 2013/M(N)/951/22/CC Rakes dated 02.06.2015

With reference to above, Railway Board, vide letter under reference – 1 above, had, with the concurrence of Traffic Transportation Directorate, issued guidelines that a BOXNHL / BCNHL CC rake, *"whose records of distance covered are discontinuous or not mentioned correctly and can neither be retrieved through FOIS, shall be deemed to be valid only for 20 days."*

However, vide letter under reference – 2, Board, in order to improve the availability and utilization of BTPN, BOXNHL and BCNHL rakes, had conveyed decision that *"henceforth CC rakes may be run upto 30 days without any km limit and, after 30 days, they should invariably move towards the base depot so that they reach their maintenance base within a grace period of 5 days, i.e. within 35 days at the most."* However, this decision was conveyed by Board to be followed for a period of 03 months and, depending on the performance (compliance) in that period, a final view was to be taken in the matter. However, no communication in this regard has been received from Board after the expiry of the period of 03 months, as had been stated in the letter under reference – 2.

It is, therefore, requested that Board may clarify as to whether monitoring of CC rakes is to be done on time basis only or guidelines conveyed vide letter under reference -1 are to be followed.

29/6/18
PCOM

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Ph comml
URGENT

13/7/2018

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

No.2013/M(N)/951/22 CC Rakes New Delhi, dated 26.2.15

The General Managers
All Indian Railways

Sub: Close circuit pattern of examination for BTPN, BOXNHL & BCNHL wagons

Ref: (i) This office letter No.2008/M(N)/951/13 CC Rakes dt. 5.2.10 & 11.3.10
(ii) DTT/G, Railway Board's letter No.2013/TT-1/27/8 dt. 24.7.14

Vide Board's above referred letter dt. 5.2.10, instructions were issued for CC examination of BTPN wagons based on 6000/7500 km or 30/35 days whichever is earlier as per the bases given in the letter.

2. Subsequently, vide Board's above referred letter dt. 11.3.10, instructions were issued for CC examination of BOXNHL & BCNHL wagons based on 7500 km or 35 days whichever is earlier.

3. It is observed that in Zonal Railways monitoring of CC rakes is done as per reference (ii) above on time basis only. Therefore, in order to improve the availability and utilization of BTPN, BOXNHL & BCNHL rakes, it has been decided that henceforth CC rakes may be run upto 30 days without any km limit. After 30 days, they should invariably move towards the base depot so that they reach their maintenance base within a grace period of 5 days, i.e. within 35 days at the most.

4. The above system shall be adopted for a period of 03 months and depending on the performance (compliance) in this period, a final view can be taken in the matter.

5. The existing practice of recording kms in the BPCs of CC rakes of BTPN, BOXNHL & BCNHL wagons should continue and the monitoring of these CC rakes should also continue as per instructions given in reference (ii) above.

This issues with the approval of Board (MM & MT).

(Shailendra Singh)
EDME (Chg.) as EDME (Frt.)

Copy to: CCRS/Lucknow – for kind inf.
AM/Traffic, Railway Board
CMEs/All Zonal Railways

Matter to be referred to Bd for further clarification.

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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2013/M(N)/951/25 Dated 2.1.2014

The General Managers
All Indian Railways

Sub: CC running of BOXNHL and BCNHL wagons

BOXNHL and BCNHL wagons are being operated on CC pattern with BPC validity of 7500 kms/35 days as per the Railway Board letter No.2008/M(N)/951/13/ CC rakes dt. 11.3.2010. This letter specifies that *"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".*

2. CRS/NE circle in his preliminary report of the enquiry into accident resulting in injury to passengers of train No.1 2368 Dn. Vikramshila Exp. in Allahabad Division on 18/5/2013 has observed the following irregularities in the BPC for the BCNHL/empty rake which was involved in this accident:

(a) the Guard-Driver check proforma was not attached with the BPC.

(b) the kms. earned by the rake had not been logged on the BPC by the Drivers.

3. To avoid such irregularities in future, the following instructions are issued:

3.1 As per Boards' letter no. 2005/M(N)/951/13 dated 8.2.06, the memo of the GDR check should be prepared in 3 copies. One copy should be kept with the driver, one with the guard and one should be given by the guard to the SM/YM. ***The driver's copy of GDR check should be attached to the BPC and handed over by him to the next crew after completion of his journey (along with the BPC).***

3.2 As per Item 4 of the JPO issued vide Boards' letter no. 94/M(N)/951/57/Vol.II/Pt. dated 25.10.04, it is the responsibility of the crew to check that entries regarding distance travelled are clearly and continuously recorded in the BPC. ***Instructions to crew for 100% logging of kms on BPC must be reiterated by the Zonal Railways. In case it is found that the record of distance covered by the rake is discontinuous or not mentioned correctly, an effort should be made to retrieve the kilometres run after issue of last BPC through FOIS. In the eventuality of not getting such details even from FOIS, BPC of such BOXNHL and BCNHL CC rakes will be deemed to be valid only for 20 days.***

4. Necessary training should be given to drivers and guards by all Divisions to ensure that instructions on procedure of GDR check as well as recording of Kms. on BPC is carried out correctly. This issues with the concurrence of Traffic Transportation Dte. of Railway Board.

Ashesh Agrawal
(Ashesh Agrawal)
Ex.Director Mech.Engg.(Fr.)
Railway Board

Copies to:

CCRS/Lucknow for kind information.
Adviser (Safety), CAO/FOIS, EDTT(M), EDEE(RS), EDME(Tr.), Railway Board
All CMEs & COMs.