The General Manager
All Indian Railways

Sub: Examination of steel rakes (BOST/BRNA)
Ref: This office letter of even no. 23.3.2015 & 26.11.15

Vide letters u/r instructions were issued for issue of Brake Power Certificate (BPC) on round trip basis for all steel rakes (BOST/BRNA) covering one loading and unloading each. The instructions were further reiterated vide letter dated 26.11.2015.

2. It is seen that the policy is not being implemented on most of the zonal railways. As a result these rakes are being examined at TXR points other than those of steel loading points. As a result, after unloading these rakes have to be examined at TXR points again, since the condition of the rake having round trip BPC is not getting fulfilled. As a result of this, the following difficulties are being faced:

   a) POH/ROH detachments of these wagons are taking place in those railways where steel loading is not there, leading to shortage of steel wagons at steel loading points

   b) The same rake, which is examined after loading by TXR at the loading points gets examined at least two times more at other points on way to the steel plants, which could easily be avoided, if the implementation was as per the policy guidelines.

3. Operating and Mechanical departments on railways are required to ensure that the policy of round trip examination for steel rakes is implemented in letter and spirit and the following actions may please be ensured:

   i) Steel rakes after unloading should be returned to next steel loading point without any detachment of POH and ROH, unless such wagons are considered unsafe for this run.

   ii) Empty steel rakes received at steel loading points should be offered for examination before loading and the BPC should be issued after this examination and post loading check, on round trip basis.

   iii) The BPC issued after such examination should necessarily be valid for round trip covering the unloading at destination and returning of the rake to next loading point. It is clarified that the next loading point need not necessarily be the same as the loading point issuing the BPC.

   iv) It must be ensured that one BPC covers only one unloading and the BPC becomes invalid as soon as the rake reaches the next loading point.

   v) At the loading point and the unloading point the instructions for issue of BPC and for post unloading examination by Guard and Driver (GDR checks) must be followed strictly.

All concerned may be advised to ensure the implementation of the above without fail.

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