



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



JOINT PROCEDURE ORDER

No. 2022/M(N)/60/3 (E-3387858)

New Delhi, dated: 17.01.2023

General Managers,
All Zonal Railways


**Sub: Measures for operation of freight trains consisting of wagons having BMBS
- Revised instructions**


Ref: (i) RDSO's Letter Nos. MW/APB/BMB dated 31.12.2022 & 05.01.2023
(ii) Railway Board's Letter Nos. 2022/M (N)/60/3 dated 23.07.2022 & 31.12.2022


Instructions regarding measures for operation of loaded freight trains consisting of more than 50% wagons having BMBS have been issued by RDSO vide its letters u/r (i). In this regard, some issues have been highlighted by the Zonal Railways in implementation of these instructions.

After due consideration, it has been decided to revise the instructions mentioned in para nos. 3.1, 3.3 & 3.4 of letter u/r (i) dated 31st Dec'22 and para nos. 3.1, 3.2.1 & 3.2.2 of letter u/r(i) dated 5th Jan'23. The revised instructions are given in the enclosed Annexure-A. Compliance of these revised instructions and remaining instructions mentioned in the RDSO's letters u/r (i) are to be ensured by the Zonal Railways.

This is being issued with the approval of M/T&RS and M/O&BD.


(Kishore Vaibhav)
ED/EE(RS)


(Deepak Kumar Jha)
EDTT(S)


(Vinay Kumar Agarwal)
EDME (Freight)

Copy to:

Sr.PPS to CRB & CEO- for kind information of CRB
PSO to M/T&RS- for kind information of M/T&RS
Sr.PPS to M/O&BD- for kind information of M/O&BD
PSO to MI- for kind information of MI
DG/RDSO- for kind information

Revised Instructions regarding Measures for Operation of freight trains consisting of wagons having Bogie Mounted Brake System (BMBS)

1. Max. Speed Limits:

1.1. Normally, Speed limits for operation of freight trains in loaded condition on IR track consisting of more than 50% wagons having Bogie Mounted Brake System (BMBS) shall be as under:

Sr. No.	Track terrain	Max. Speed limit (Kmph)
a)	<u>Level</u>	<u>60</u>
b)	<u>Down gradient of 1:200 to <1:150</u>	<u>50</u>
c)	<u>Down gradient of 1:150 to ≤ 1:100</u>	40
d)	<u>Down gradient of >1:100</u>	30

1.2. The speed restrictions mentioned in para 1.1 above are the general guidelines. An interdisciplinary committee of branch officers of Engineering, Traffic, Mechanical & Electrical, at the divisional level, may decide the specific speed restrictions to be followed, based on typical topographical conditions mentioned below and operation requirements, over and above these general guidelines:

1.2.1. Where the length of down gradient is less than 1 Km, imposition of speed restriction may be decided depending upon the topography of the section ahead.

1.2.2. In cases where the length of down gradient is more than 1 Km, which is followed by upgradient, speed restriction to be imposed to be decided according to the operational requirement, such as to avoid stalling of the freight train in the upgradient.

2. Accordingly, speed restrictions to be imposed, chainage wise, in a section for operation of the freight trains in loaded condition consisting of more than 50% wagons having BMBS are to be suitably advised to the Loco Pilots and Train Managers. These speed restrictions should also be displayed to crew through CMS.

2.1. The speed restrictions to be imposed should also be advised suitably to the Crew Controllers, CLIs/LIs and TIs. Regular counselling and monitoring of the LPs and TMs for compliance of the speed restrictions to be undertaken by the Zonal Railways.

3. Mixing of Wagons:

3.1. Efforts to be made for mixing of Railway Owned wagons having Knorr design BMBS with wagons having other design of BMBS/Conventional brake system to the extent possible, depending upon the availability of suitable wagons, targeting following max. % wagons with Knorr Design BMBS in a freight train:





SN	Type of Rakes	Target max. percentage of wagons with Knorr design BMBS in a freight train	Condition
a)	BOXNHL	75%	Mixing to be done within BOXNHL type wagons ONLY
b)	BOXNHL25	70%	Mixing to be done within BOXNHL25 type wagons ONLY
c)	BTFLN	75%	Mixing to be done within BTFLN wagons ONLY
d)	BCFC	85%	Mixing to be done within BCFC wagons ONLY
e)	BOXNS	0%	Mixing not required as all BOXNS wagons having conventional brake system
f)	Wagon types other than mentioned in point a) to e) above	35%	Mixing to be done within compatible wagons ONLY

3.2. For avoidance of doubt, it is reiterated that

- a. Mixing of BOXNHL type wagons is to be done within BOXNHL type wagons ONLY
- b. Mixing of BOXNHL25 wagons is to be done within BOXNHL25 type wagons ONLY
- c. Mixing of BTFLN wagons is to be done within BTFLN type wagons ONLY
- d. Mixing of BCFC wagons is to be done within BCFC type wagons ONLY

3.3. New rakes of BOXNHL wagons which are being manufactured are to be directed, as under, for the purpose of mixing:

- a. From Kolkata area wagon builders-Monthly upto 10 rakes to DDU/ECR, upto 5 rakes to BIA/SECR and upto 5 rakes to NKJ/WCR
- b. From Jabalpur area- all to NKJ/WCR
- c. From Bhuj area- all to BSL/CR

3.4. Efforts to be made for mixing of Privately Owned wagons having Knorr design BMBS with compatible wagons, of the same owning entity, having other design of BMBS/Conventional brake system, to the extent possible, depending upon the availability of suitable wagons, targeting max. 50% wagons with Knorr design BMBS in a freight train.

3.5. Conditions mentioned at para 3.1 and 3.4 are desirable, not mandatory ones.

3.6. Planning for mixing of wagons, as mentioned in paras 3.1 & 3.4 above, is to be done yard wise by the Zonal Railways and closely monitored by PCMEs and PCOMs of the respective Zonal Railways.



