GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2010/Safety (A&R)/19/7. New Delhi, dated 13-5-2010

DG/RDSO
Lucknow.

Sub:- BPAC failures on account of movement of RDSO's Track Recording Car.

Ref:- Adviser Safety's DO of even number dated 27.4.2010.

Reference above, the issue of BPAC failures on account of Movement of RDSO's Track Recording Cars was put up to Board (MT, ML & ME). ME has opined as under:-

" (1) For long term, laser based TRC's are being procured.

(2) For short term, why not RDSO contact BEML like defence organisations, dealing with material sciences.

(3) What about tweaking BPAC's software to filter such unique situations."

Necessary action with regard to above suggestions may be taken with a view to find early solution to this problem.

13/5/10
(Vijaylaxmi Kaushik)
Director Safety - V

Copy to:
AM(Signal) for information . A copy of Adviser Safety's above referred DO to DG/RDSO on the subject is also enclosed for information.

रेल मन्त्रालय
Ministry of Railways
रेल बोर्ड
Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
13/5
Signature
जारी की तिथि
Date of Issue

सत्यमेव जयते

KAMLESH GUPTA
ADVISER(SAFETY)

भारत सरकार
रेल मंत्रालय, (रेलवे बोर्ड)
नई दिल्ली-११० ००१

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)
NEW DELHI-110001

D.O. No. 2010/Safety(A&R)/19/7

Dated: 27.04.10

Dear Shri Mittal

Sub:- BPAC failures on account of movement of RDSO's Track Recording Car.

Zonal Railways have highlighted a problem that whenever there is a movement of Track Recording Car of RDSO, the BPACs of the stations fail leading to dislocation in Operations as also resulting in a safety hazard. This problem has been continuing ever since the Axle Counters were installed. With the proliferation of Axle Counters at the stations on busy routes, these failures on passage of the RDSO's Track Recording Car has become a cause of concern.

RDSO has advised that the failures take place because of inadequate dip caused by central flangeless wheel provided in the three axled measuring bogie of the Track Recording Car and metallic feelers being used for the measurement of gauge variation. The inadequate dip results in mis-count which lead to the failure of Axle Counter.

The *Signal Department* has suggested the following to rectify this problem:-

(1) For immediate purpose, the matter of 'L' frame and Feeler should be removed and insulated completely as advised in the first para under 'conclusion' of trial report. A trial should be conducted by TM Directorate in the field with this assembly. After successful trial, large scale usage of the same may be considered.

(2) On a short term basis, a suitable material which is both non-magnetic and electrically insulating should be identified to replace the 'L' frame and feeler. Other properties of the material like mechanical strength for application in TRC shall be required to be reviewed.

(3) On a long term basis, contact less data collection methods, like, laser based equipments may be considered for use with TRC.

The *Civil Engg. Department* in response to Signal department suggestion have clarified that trials done with modified feelers have not been fully successful & the material developed for feelers is not sturdy enough. Therefore, some alternate solution needs to be explored.

No solution to this problem has been found so far. The matter is still under consideration of RDSO since a very long time.

You are requested to see if some solution can be found to the problem.

With Best wishes,

Yours sincerely,

Kgupta

(Kamlesh Gupta)

कृपया जारी रखें
दीपचंद
27-4-10

Shri K.B.L. Mittal
DG/RDSO
Lucknow