

Government of India  
Ministry of Railways  
Railway Board

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

New Delhi dated 21.6.10

~~COMs~~ /All Zonal Railways.

CSOs/All Zonal Railways

**Sub: BPAC Failures Analysis, Failures on movement of RDSO, TRC.**  
**Ref: My letter No. 2009/Safety(Signal)/26/2 dt. 29.4.10**

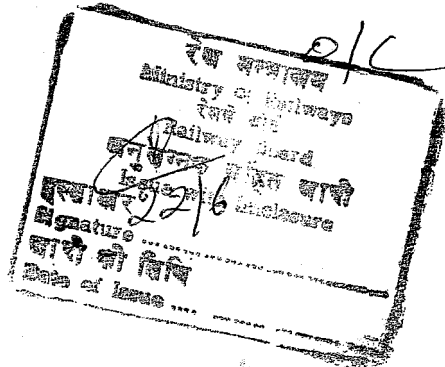
The movement of Track Recording Car (TRC) of RDSO causing large scale failures of Axle Counters (BPAC) has been a cause of concern in the Board. Failure of the BPAC's not only affects operations but also leads to an unsafe situation. The matter was accordingly referred to RDSO by the Safety directorate. Reply received from DG/RDSO is enclosed. As clarified by RDSO zonal railways may check as to whether the Axle Counters installed on their Railways are of Amplitude Modulation type or otherwise. If so it may be desirable to avoid the use of such Axle Counters. SCR may need to take corrective action, where feasible, on the use of the particular type of BPACs.

Other Railways may also check as to whether the RDSO TRCs when run on the Divisions causes large scale failures of the BPAC. If so, whether the TRC which is run already has been modified as yet or not. RDSO's contention that the BPAC failures have been almost eliminated on NCR, WCR and CR needs to be verified and the status brought to the notice of RDSO as also to the Safety dte in the Board.

DA:As above.

*Kgupta*  
(Kamlesh Gupta)  
Adviser(Safety)

कृपया जारी करें।  
दीपचन्द  
21-06-2010



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&

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D.O. No. TM/IM/46 Vol.II

Dt. 25.05.2010

My dear Gupta,

Sub: BPAC failures on account of movement of RDSO's Track Recording Car.  
Ref: Your D.O. No. 2010/Safety(A&R)/19/7 dated 27.4.2010.\*

\*S.No.12


The issue of Track Recording Car (TRC), causing failures of axle counters, has been under study at RDSO and recently some modifications were carried out in the 'L' Frame that causes the problem. The modified 'L' frame was fitted on the TRC during last run in April/May 2010 between Delhi-Chennai and back. Feedbacks from the Railways have been collected and it has been noticed that number of failures has drastically come down in NCR, WCR & CR. It is interesting to note that there were NIL failures recorded in Mathura-Palwal section which always had maximum failures during TRC run for last so many years.

However, there has been some increase in failures in SCR. Incidentally SCR uses a different type of axle counters (amplitude modulation type) than those used by other Railways. With this trial, problem has been reduced to a particular type of axle counter which is now being studied in detail.

With this successful trial, now all other TRCs also will be fitted with modified 'L' frame to cater for short/medium term needs of track recording. Since M&C Directorate has not been able to identify a suitable non-metallic, non-magnetic material for use in this application, we have to go for contactless data collection methods as a long term solution. RDSO is in process of commissioning a laser based track recording car very soon. The work for procurement of two additional laser based track recording cars is already sanctioned.

Once all track recording cars have this laser based data collection facility, the failures of axle counters during TRC run will be completely eliminated.

With best wishes,

  
(K.B.L.Mittal)

Shri Kamlesh Gupta,  
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