

भारत सरकार Government of India  
रेल मंत्रालय Ministry of Railways  
रेलवे बोर्ड Railway Board

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New Delhi, Date: 23.07.2024

General Managers  
All Zonal Railways

**Sub: Minutes of Meeting held with SER on 17/7/2024**

A presentation was given by PCME/SER to MTRS/RB on the observations of AM/ME/RB during his visit to SRC coaching depot on 31.05.24.

The following points were discussed in the VC.

S. No.	Discussion Point	Action by
1	<p>The poor illumination at coaching pit lines, on catwalk and pits was discussed. PCME/SER stated that a flushed-design LED with concealed wiring was being provided in the pitlines to minimize the chances of theft, and improve availability.</p> <ul style="list-style-type: none"><li>It was directed that lighting in pits and catwalks needs to be improved upon by all Zonal Railways, and regular inspections at night should be done by officers maintaining the assets to ascertain the ground conditions.</li><li>A system for recording defects in pit-lighting, and attending these in a time-bound manner is expected to be present in the Divisions, and if not, the same should be set up on priority.</li><li>The use of flushed-type of LED lighting with concealed wiring should be examined by all Zonal Railways where there is issue of poor lighting and theft is reported, in addition to increased monitoring with RPF.</li><li>The reported PDC for pit-light work at SRC/SER is 15/10/24. One pit should be completed in all respects by 31/07/24.</li></ul>	<p>PCMEs and PCEEs/ All Zonal Railways</p> <p>PCME/SER</p>
2	<p>The use of ladders/platforms for maintenance of OHE and roof equipments was discussed. It was highlighted that there have been cases of electrocution when staff was not properly counseled for switching off OHE supply prior to climbing the roof.</p>	



	<ul style="list-style-type: none"> <li>Importance of staff safety was reiterated by Board, and field officials present in the VC were counseled for placing highest priority to staff working on the line.</li> <li>It was suggested that portable ladders not be used wherever OHE over pitlines is available. Instead, a proper climbing arrangement (with high-level platform and gates interlocked with isolation switch of the OHE) should be developed on either ends of the catwalk.</li> <li>For maintenance of Vande Bharat trains, provision of high level platform over catwalk with isolation arrangement is a must and should be planned accordingly.</li> <li>SRC/SER to develop the prototype climbing arrangement by 31/7/24, and share report with Board detailing the protocol for safe operation in this regard</li> </ul>	<p>PCMEs and PCEEs/ All Zonal Railways</p> <p>PCME/SER</p>
3	<p>All Zonal Railways have shown improvement in maintenance reliability of control arms in LHB Coaches. However, during inspection at SRC, the half-moon circumference was found clogged with dust – indicating that the measurement was not being done in pitlines. This issue was viewed seriously.</p> <ul style="list-style-type: none"> <li>Checking of control arm gaps to be continued on a regular basis at Pitlines. The same should be super-checked by officers during inspections and enforced by staff.</li> </ul>	<p>PCMEs/ All Zonal Railways</p>
4	<p>A check sheet with regard to the facilities required for maintenance of Vande Bharat Trains at Satellite depots should be issued by Board. All ZRs should scrutinize their Vande Bharat satellite Depots for facilities available w.r.t this checklist, and accordingly plan for covering the shortfall, if any.</p>	<p>EDME/Chg PCMEs/ All Zonal Railways</p>
5	<p>Failures of WSP and Springs were discussed. Preventive Wheel profiling is very important to control spring failures, wheel defects and other under-gear defects.</p> <ul style="list-style-type: none"> <li>SER should expedite the commissioning of new wheel lathe with utmost priority and monitoring. The communicated PDC of Oct. 2024 for commissioning of the lathe machine should be adhered to by SER.</li> </ul>	<p>PCME/SER</p>




	<ul style="list-style-type: none"> <li>Proactive efforts are needed at SRC depot to liquidate the backlog of coaches due for wheel re-profiling. The wheels from due coaches should be sent to other depots and nearby workshops for turning/wheel change. Whenever a coach gets detached at the other end, necessary liaison should be made with other-end Railways to get the wheels of the coach re-profiled if due.</li> <li>SER should also expedite the provision of TPU rings to reduce the instances of spring breakages (PDC: 24/7/24)</li> <li>A rate contract for WSP items is under tendering at RCF/KXH. The same needs to be expedited.</li> </ul>	PCME/RCF
6	<p>SER team of Officers visited Jabalpur depot/WCR to learn about the good practices with respect to maintenance of Air brake systems and WSP.</p> <p>JBP depot is following a good system for detection of WSP issues, rectification of spring faults and preventing wheel shelling.</p> <ul style="list-style-type: none"> <li>SRC depot should introduce the practices in line with WCR so as to reduce the wheel shelling and spring breakage cases.</li> <li>Officials and supervisors from WCR should be deputed to SRC/SER for auditing their Air Brake, WSP and Spring maintenance, and submit a report to Board by 10/8/24</li> </ul>	PCME/SER  PCME/WCR
7	<p>It was told that out of 18 derated Power Cars at SER, 05 Powers cars have been improved.</p> <p>The following. actions were reported to have been taken at SER:</p> <ul style="list-style-type: none"> <li>De-scaling of engines</li> <li>'D' and 'E' checks have been taken up at KGPW</li> <li>04 new DG sets have been procured and commissioned</li> </ul> <p>The effort should be sustained to improve the performance of power cars. The details of work done on all derated/ defective DA sets in SER Power cars should be furnished to Board.</p> <p>Further, out of the 07 modifications to be done on Power Cars, 02 are yet to be done by SER (TDC of 31/8/24 was given for undertaking these)</p>	PCME/SER



8	It was told that the procurement of isolation switches for batteries of power cars could not materialize in SER, due to unavailability of suitable supplier. However SER informed that a similar work has been done in NER, and will be replicated in SER.	PCME/SER
9	Load box facility for Power Cars should be developed in all the Coaching Depots. The practice of testing of Power Cars after scheduled maintenance should be institutionalized, and detailed report of Power Car testing should be sent to Railway Board on monthly basis by Zonal Railways	OSD/EE/G PCMEs/ All Zonal Railways
10	<ul style="list-style-type: none"> <li>Trains with high number of RailMadad complaints should be identified by SER. Officers /Sr. Supervisors should be deputed onboard to study the issues and take remedial action for reducing the RailMadad complaints</li> <li>It was advised that SHM-LTT Express should be targeted by SER for considerable improvement in RailMadad performance</li> <li>Maintenance of bio-toilets (evacuation, effluent testing and daily checking) was emphasized upon for all SER based trains</li> </ul>	PCME/SER
11	<ul style="list-style-type: none"> <li>The work of improvements in seating, REMLOTT monitoring (availability of data from firm) and aerodynamics of Vande Bharat coaches were discussed with CRSE/Chg./WCR</li> <li>It was advised to carry out a bench test of a Vacuum Bio-toilet fitted in VB coaches of WCR at Bhopal Workshop.</li> </ul>	PCME/WCR

For necessary action please.

  
23/07/24

(प्रांजल मिश्रा)

संयुक्त निदेशक / यांत्रिक इंजी. कोचिंग-II

रेलवे बोर्ड

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