

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

(E-File no.3363200)

2021/M(C)/58/1/Mtg.&Conf.

New Delhi, Date: 04.12.2024

PCMEs
All Zonal Railways,
ICF, RCF & MCF

PED/RS
RDSO, Luknow

Sub.: Minutes of VC Meetings regarding Coaching Unusuals

VC meetings chaired by MTRS were organized with PCMEs regarding issues in maintenance and incidences of coaching unusuals on 13.11.2024, 20.11.24 and 27.11.24

Points noted during VC during 13.11.24

| SN | Item Discussed | Action by |
|----|---|---|
| 1. | Fall plate broken in Train no. 15658 (KYQ-DLI) | |
| | I. Root cause reported was shunting of the coaches with fall plates in open condition. II. Zonal Railways were advised to ensure that the practice of shunting with fall plate in open condition should be stopped with immediate effect. III. The design of the fall plate has to be standardized, and Zonal Railways should give remarks, as already sought by Board. The issue should be taken up in the next weekly CDEs meeting as well. | PCMEs/All Zonal Railways PED/RS/RDSO, PCMEs/ICF, RCF and MCF |
| 2. | Uncoupling in Train no. 04083/84 in NR | |
| | I. NR reported that the root cause for uncoupling was "rough shunting", which resulted in sudden impact on the pin and loosening of the castle nut. This reason was not supported with any details. II. Revised detailed investigation report should be submitted by NR. III. It was advised that all Zonal Railways should investigate the unusual cases in detail, with proper mechanism for the failure to be worked out, and not attribute the failure without due investigation. | PCMEs/All Zonal Railways PED/RS/RDSO |

| SN | Item Discussed | Action by |
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| <u>Points noted during VC during 20.11.24</u> | | |
| 1. | Bogie frame crack issue in Train no. 04701 BTI-LGH and 14814 JU-BPL Express | |
| | <p>I. Both failure cases in NWR Primary trains were discussed. It was reported by NWR that the bogie frame strengthening modification had been stopped during POH for some time, and the affected coaches were turned out without modification.</p> <p>II. All Railways were advised to improve the quality of work in POH, and not take suo-moto decisions against modifications advised from Board/RDSO.</p> <p>III. <u>Railways were advied to launch a drive for identification of unmodified bogie frames and checking of frames for cracks. Further, Railways were advised to take up modification/replacement of the bogies on mission mode.</u></p> <p>IV. Drive has been concluded from 16/11/24 to 30/11/24, and out of <u>11287 coaches are reported pending</u> for modification out of 23978 coaches with 13T bogie frames.</p> <p>V. Further, all Zonal Railways were advised to use bosh tanks for cleaning of bogie frame and bogie components</p> <p>VI. NWR reported that MPT of longitudinal channel should be included in the list of locations tested through MPT: RDSO was advised to examine the same and issue necessary instructions alongwith marking the same on the bogie diagram.</p> | <p>PCMEs/All Zonal Railways, PCME/NWR, PED/RS/RDSO</p> |
| 2. | Lower control arm and axle box cover missing in Train no. 12708 over SCR | |
| | <p>I. SCR reported that the failure occurred in SR LVPH 217470, which was attached enroute in train no. 12708, with manual endorsing of BPC and no BPC issued online. As a result, the OMRS alerts for WCM during previous journeys of this coach were not displayed on CMM, and attention to the coach was not given. SCR further reported that the process of manual BPC issue had been going on for the past 2 years. This was viewed seriously at Board, and all <u>Zonal Railways were advised to ensure 100% issue of BPC on CMM only.</u></p> | <p>PCMEs/All Zonal Railways, PCME/SCR, PCME/NCR, PCME/CR PED/RS/RDSO</p> |

