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, Lukcnow

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)	
	 Root cause reported was shunting of the coaches with fall plates in open condition. Zonal Railways were advised to ensure that the practice of shunting with fall plate in open condition should be stopped with immediate effect. The design of the fall plate has to be standardized, and Zonal Railways should give remarks, as already sought 	PCMEs/All Zonal Railways
	by Board. The issue should be taken up in the next weekly CDEs meeting as well.	PCMEs/ICF, RCF and MCF
2.	Uncoupling in Train no. 04083/84 in NR	
	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. Revised detailed investigation report should be submitted by NR. It was advised that all Zonal Railways should investigate.	PCMEs/All Zonal Railways PED/RS/RDSO
27 30	the unusual cases in detail, with proper mechanism for the failure to be worked out, and not attribute the failure without due investigation.	



SN	Item Discussed	Action by	
	Points noted during VC during 20.11.24		
1.	Bogie frame crack issue in Train no. 04701 BTI-LGH and 14814 JU-BPL Expr		
	 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. 	PCMEs/All Zonal Railways, PCME/NWR,	
	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.	PED/RS/RDSO	
	III. 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.		
	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.		
020	 V. Further, all Zonal Railways were advised to use bosh tanks for cleaning of bogie frame and bogie components 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. 	9	
2.	Lower control arm and axle box cover missing in Train no. 1270	8 over SCR	
5.51	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 Zonal Railways were advised to ensure 100% issue of BPC on CMM only.	PCMEs/All Zonal Railways, PCME/SCR, PCME/NCR, PCME/CR	



- II. Further, the OMRS alert messages given to divisional control were not passed on to the Primary depot for necessary action at their end. This lack of coordination between Divisional controls was viewed seriously at Board. SCR was advised to take positive corrective action in the case.
- III. It was further reported by RDSO that Borkhedi/CR, Kanshausi/NCR and Sirsaul/NCR had suo-moto changed the protocol for OMRS alert reporting and action taken. All Railways were advised not to take suo-moto decisions against modifications advised from Board/RDSO, and CR and NCR should review their internal practices and ensure compliance.
- IV. RCF was advised to expedite the design and cutin of modification for supply from 120Ah battery
 in LVPH for ensuring WSP system stays in
 working condition. The same to be circulated to all
 PUs and ZRs also.

Points noted during VC during 27.11.24

1. Pressure leakage in Train no. 12860

- I. SER reported that the main cause for repeated cases of pressure leakage in Train no. 12860 were hitting marks on the pipes. However, the report from CR also indicated that the condition of the fittings, joints and pipelines was not good due to high corrosion. This was viewed seriously and SER was advised to ensure that proper pipe fitting work is done in the primary maintenance.
- II. In continuation to the above, SER was also asked to share the status of fitment of pitlights at SRC Depot. SER reported that while 2 lines have been covered, there are still 2 pit-lines balance for fitment of lights. This is very slow progress and needs to be expedited, as the same had been advised almost 5 months ago by Board.
- III. All Zonal Railways were again advised to review the availability of pitlights, drainage facilities and proper catwalks in the pitlines where primary maintenance is being carried out. Further, provision of computerized rake test rigs should also be done.

PCME/SER

PCMEs/All Zonal Railways

(प्रांजल मिश्रा)

संयुक्त निदेशक। यांत्रिक इंजी. कोचिंग-॥

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Copy to:

1. PSO to MTRS: for kind information of MTRS.

- 2. PS to AM/ME: for kind information of AM/ME
- PCMEs/All Zonal Railways, ICF, RCF & MCF For kind information and necessary action please.
- 4. PED/RS/RDSO For kind information and necessary action please