

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

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New Delhi, dt. 01.01.2025

No.97/M(C)/137/1 Vol.XIV

PCMEs
All Zonal Railways

PED/RS
RDSO

Sub: Wheel Re-profiling in LHB Coaches

Issue of LHB wheel disc consumption, depth of cut, wheel shelling etc. is being monitored by Board, and it is seen that there are some Zonal Railways where the material removed during wheel profiling is on the higher side.

In this regard, all Railways are requested to examine the data for depth of cut (DOC) being given in depots and Workshops (position as per CMM in Annexure), and take necessary action to reduce the DOC (where high). Reasons for repetitive cases of wheel profiling/change also need to be examined to reduce the requirement of wheel re-profiling.

A VC to review the same with all Zonal Railways would be held on 07.01.2025 and 08.01.2025 at 1500 hrs. CWEs/CRSEs, CWMs, Sr. DMEs, officials from RDSO and GM/CRIS are requested to attend as per the schedule below. The following depots/Workshops should make a presentation during the review:

Date	Railway units to present	Railways to attend
07/01/25	1. JBP/WCR 2. SRC, HTE and TATA/SER (Combined presentation) 3. GIM/WR 4. MCSW/CR 5. LLHW/ER	WCR, SER, WR, CR, ER, ECoR, NWR, NER
08/01/25	1. NZM and ANVT/NR (Combined presentation) 2. PERW/SR 3. NCJ/SR 4. DBRG/NFR 5. DHN/ECR	NR, SR, NFR, ECR, NCR, SECR, SCR, SWR

A brief Presentation of 5-6 slides covering data from Apr.-Dec.'24 on the following points should be prepared:-

1. Month-wise coaches/wheels turned and plan to improve utilization of Wheel lathe
2. Cause-wise wheel turning done, along with average wheel dia. reduction being done
3. Details of wheels turned out at Intermediate profiles
4. Repeated wheel turning cases analysis
5. Cases of Spring breakage in coaches within 12 months of last wheel turning/Wheel change
6. Good practices to increase wheel life


(प्रांजल मिश्रा)
संयुक्त निदेशक/ यांत्रिक इंजी. (कोचिंग)-II
रेलवे बोर्ड
01/01/25

Wheel Profiling Depot Wise - Cut Wise Report

[Note : Count Shows Number of Wheels Whose Profiling Done]

Sr No	Zone	Depot	Total Material Removed (in mm) [(Pre-Post)/2]				
			>=0 - <1	>=1 - <2	>=2 - <5	>=5 - <10	>=10
1	CR	AQ		2	14	8	
2	CR	BSL			4	12	
3	CR	LTT	206	4	644	1386	18
4	CR	NGP				8	
5	CR	PUNE	52	40	317	370	2
6	CR	WB	4	5	173	656	21
7	ECOR	BBS	37	31	625	701	36
8	ECOR	PURI	30	216	1360	289	3
9	ECOR	VSKP	83	176	1847	2426	32
10	ECR	BJU	35	52	304	350	3
11	ECR	DBG	10	26	214	314	4
12	ECR	DHN	44	78	790	351	1
13	ECR	GAYA	13	33	174	136	3
14	ECR	RGD	8				
15	ECR	RNCC	369	41	1820	167	3
16	ECR	RXL	4			4	
17	ECR	SHC	6	21	106	159	3
18	ER	ASN		10	24	6	
19	ER	BGP	73	110	772	854	34
20	ER	KOAA	47	69	354	348	9
21	ER	MLDT		86	250		
22	ER	SDAH	95	182	956	275	
23	ER	SYAE	50	96	791	779	49
24	ER	TKPR	189	323	510	182	
25	NCR	AGC	28	44	113	87	
26	NCR	CNB	20	54	292	243	19
27	NCR	JHS	9	5	62	112	10
28	NCR	PRYJ	76	265	885	695	36
29	NER	BSBS	111	12	116	248	22
30	NER	GKP	5	36	874	1926	51
31	NER	LJN	10	20	160	218	2
32	NER	TPU				5	
33	NFR	AGTL	33	95	398	908	46
34	NFR	APDJ	21	105	505	73	
35	NFR	DBRG	546	56	1058	2058	92
36	NFR	KIR	8	21	189	36	1
37	NFR	KYQ	35	235	847	455	1
38	NFR	NHLN	48				
39	NFR	NJP	1	17	101	1	
40	NFR	SCL	42	70	171	66	9

Sr No	Zone	Depot	Total Material Removed (in mm) [(Pre-Post)/2]				
			>=0 - <1	>=1 - <2	>=2 - <5	>=5 - <10	>=10
41	NFR	TSK	50	4	44	22	8
42	NR	ANVT	28	40	1369	2950	81
43	NR	DDN		57	7		
44	NR	NDLS	95	187	2992	3546	126
45	NR	NZM	62	46	916	2480	105
46	NR	SSB	47	119	390	265	10
47	NWR	BNW	8				
48	NWR	JP	1252	1223	2305	70	6
49	NWR	JU	83	254	1574	1287	61
50	NWR	MDJN	94	104	170	14	
51	NWR	UDZ	6	2	62	10	8
52	SCR	BZA	4		4		
53	SCR	COA			16	18	10
54	SCR	KCG	29	11	78	2	
55	SCR	SC	33	137	1082	686	2
56	SCR	TPTY					8
57	SECR	BSP	2	20	173	203	26
58	SECR	DURG	4		4		
59	SER	HTE	250	527	2268	1078	35
60	SER	SRC	94	69	499	2698	361
61	SER	TATA	28	81	1090	1986	103
62	SR	BBQ	720	313	1714	399	2
63	SR	CBE	71	179	301	330	17
64	SR	ERS	26	26	199	250	10
65	SR	KCVL	140	375	1867	1496	110
66	SR	MDU	77	156	541	359	16
67	SR	MS	83	203	1117	594	26
68	SR	NCJ	124	164	606	890	93
69	SR	SRR	37	40	62	85	
70	SR	TBM	2	2	12		
71	SR	TEN	7	29	27	1	
72	SR	TPJ	1	3	21	7	
73	SR	TVC	267	224	800	533	10
74	SWR	SBC	136	317	2363	2059	6
75	SWR	SMVB	28	27	196	435	2
76	SWR	UBL	30	52	576	679	8
77	SWR	VSG			32	111	9
78	SWR	YPR	75	115	1754	2195	28
79	WCR	JBP	89	164	1221	1119	39
80	WCR	KOTA				8	
81	WCR	REWA	40	40	34	6	
82	WR	ADI	10	26	64	34	
83	WR	BDTS	48	54	776	1924	47

Sr No	Zone	Depot	Total Material Removed (in mm) [(Pre-Post)/2]				
			>=0 - <1	>=1 - <2	>=2 - <5	>=5 - <10	>=10
84	WR	BHUI		<u>2</u>	<u>14</u>	<u>8</u>	
85	WR	BL	<u>336</u>				
86	WR	DADN	<u>113</u>	<u>43</u>	<u>250</u>	<u>112</u>	
87	WR	GIM	<u>85</u>	<u>21</u>	<u>40</u>	<u>32</u>	<u>142</u>
88	WR	HAPA		<u>4</u>	<u>14</u>	<u>22</u>	
89	WR	INDB	<u>14</u>	<u>60</u>	<u>456</u>	<u>454</u>	
90	WR	KKF	<u>110</u>	<u>454</u>	<u>2415</u>	<u>923</u>	
91	WR	MMCT	<u>4</u>	<u>2</u>	<u>53</u>	<u>263</u>	<u>2</u>
92	WR	PRTN	<u>2</u>	<u>1</u>	<u>24</u>	<u>29</u>	
93	WR	ST	<u>6</u>	<u>10</u>	<u>20</u>	<u>4</u>	