

भारत सरकार **GOVERNMENT OF INDIA**
रेल मंत्रालय **MINISTRY OF RAILWAYS**
(रेलवे बोर्ड **RAILWAY BOARD**)

No. 95/M(C)/141/1 Pt.

New Delhi, dt. 07.12.2016

**Chief Mechanical Engineers,
All Indian Railways & PUs.**

**Chief Administrative Officers,
COFMOW, DMW, MCF, RWF/Bela and WPO/Bengaluru.
IROAF.**

**All Mechanical EDs of RDSO.
ED/PS & EMU, RDSO.**

**Sub: Minutes of the meeting on the subject "Rationalization of
Maintenance Infrastructure and practice for Rolling Stock
(Coaching)" held on 29th November 2016.**

A meeting on the above mentioned subject, chaired by Member Rolling Stock, was held in the Conference Room of Northern Railway on 29th November 2016. A copy of the minutes of the meeting is enclosed herewith for information and necessary action.

This minutes have been approved by Board (MRS).


(Brijesh Dixit)
Dir. Mech. Engg. (Chg.)
Railway Board

Copy to:
PPS to Member, Rolling Stock for the kind information of MRS
AM/ME, AM(PU)
EDME/Chg, EDME/W, EDME/Project
DEE(G), Railway Board.

Points discussed in meeting on Rationalization of Maintenance Infrastructure and practice for Rolling Stock (Coaching) held on 29th November 2016

Maintenance of MEMU / DEMU & Mainline Coaching Stock in the Integrated Rolling Stock Coaching Depots

1. The various maintenance schedules and their periodicity for MEMU / DEMU & Mainline Coaching Stock were reviewed. Efforts should be made for the rationalization of the same to the extent feasible.
2. With regard to the integration of maintenance of MEMU / DEMU & Mainline Coaching Stock, it was discussed that whereas, trip, minor & medium repairs of MEMU / DEMU should be integrated in the Rolling Stock Coaching Depots, the major repairs shall be carried out in the nominated MEMU / DEMU depots. To begin with, the MEMU / DEMU rakes may be sent to nominated depot once every month. In future, this frequency of nominated depot visit may be increased and more and more repairs carried out at the Rolling Stock Coaching Depots. The release in the capacity in the nominated depot / shed should be utilized to attend to more number of rakes for major repairs. The visits to the nominated depot should be made part of the rake link.
3. Whereas UST of the axles is carried out every 6 months in MEMU and 9 months in DEMU, it is done during POH for the Mainline coaches. The feasibility of extending UST to 9 months for MEMU needs to be examined. The practices of UST abroad may be studied.
4. Proper covered shed with adequate lighting and power supply for checking of low voltage equipment such as fans / lights, should be provided on the pit lines of the Integrated Rolling Stock Coaching Depot.
5. Each new proposal of Coaching Terminal should be that of an Integrated Rolling Coaching Stock Depot. The existing depots should also be provided with the requisite facilities and infrastructure to permit for maintenance of MEMU / DEMU, in addition to Mainline coaches, for trip, minor and medium repairs.
6. The new facilities proposed to be created for the major maintenance of MEMU / DEMU should cater to both these types of stock and should be created at centralized locations where these rakes could be send for major repairs.

7. The possibility of maintaining MEMU / DEMU in the existing EMU car sheds was also discussed. This may be difficult due to a wide variation in the width of EMU and other types of coaches, and also the fact the EMU car sheds are already congested and most of the lines occupied for stabling of the rakes in the night time.
8. At present, there are a multiple of cadres of staff who are engaged in the work of Rolling Stock Coaching Maintenance. We should process for only 2 cadres, i.e. Rolling Stock Maintainer (Mechanical) and Rolling Stock Maintainer (Electrical). Even these can be merged in due course. Multi-skilling of the staff should be carried out.
9. The frequency of shed visit of MEMU / DEMU is 10 days / 7 days respectively. With the provision of toilets in these coaches, proper systems need to be created for the maintenance of the toilets. It is to be ensured that the toilets that have been provided in MEMU / DEMU are always kept functional.
10. CME/NR requested for a drawing for fitment of bio-toilets in DEMU coaches. The Jammu-Katra section is to be commissioned as a Green Corridor and several DEMU trains ply in the section.
11. In view of proliferation of the LHB coaches and integrated maintenance of MEMU / DEMU coaches in the Rolling Stock Coaching Depots, a Pit Wheel Lathe should be planned for the Rolling Stock Coaching Depots.
12. The feasibility of providing Automatic couplers at the ends of the basic units of MEMU / DEMU should be examined, so that only the basic unit needs to be placed on the Pit Wheel Lathe.
13. Automatic Coach Washing Plant should also be provided in the Rolling Stock Coaching Depots.
14. Rolling Stock Coaching Maintenance Depots should be provided with the latest equipment for automated train inspection such as in-motion wheel profile detection systems, machine vision based systems, etc.
15. A committee comprising of DME/Chg, DEE(G) and DME(Traction) should be constituted for submitting report on maintenance of MEMU / DEMU and Mainline coaching stock in the Integrated Rolling Stock Maintenance Depots, duly indicating the short term and long term measures. The committee may make

recommendations with regard to standardization of the facilities required in the Rolling Stock Coaching Depots for the integrated maintenance of MEMU / DEMU and Mainline Coaching stock and for aligning the various schedules of these stock, as far as possible.

Other items discussed

16. There is a difference of a few millimeters in the width and length of MEMU / DEMU and Mainline coaches. The reason for this minor variation same should be examined. The width of EMU coaches is much more (i.e. 3658 mm as against 3240 – 3250 mm for other types of coaches).
17. The feasibility of carrying out POH in 24 months and IOH for 12 months of Mainline coaches needs to be examined. CMEs pointed out that the issue of furnishing and corrosion repairs would need to be examined before extending the periodicity, and this may also lead to increase in sick marking of coaches. The trend and causes of sick marking needs to be analyzed.
18. MRS stated that with the provision of on-board and way side condition monitoring equipment, advance warning of impending failures would be available, and therefore, sick marking could be controlled, in spite of increased IOH / POH periodicity.
19. The feasibility of carrying out SS-1 schedule of LHB coaches in the Depots need to be examined.
20. With the proliferation of LHB stock, the tendency to outsource the maintenance of the brake and other systems may be revisited, as this is a huge financial burden. The Railways may develop in-house expertise in some of these areas.
21. 700 HP DEMUs should be gradually phased out. NR had converted a few Driving DEMU / MEMU units into self-propelled inspection cars. Other Railways may also submit similar proposals.
22. The existing practice of issuing BPC of Mainline Coaching trains, wherein after obtaining signature of the Guard, the TXR staff has to rush to the Loco Pilot over the crowded platform, may be re-examined and improvements suggested, as this often leads to loss of punctuality of the trains. However, safety needs to be ascertained while suggesting improvements in the existing practices. It was

discussed that BPC, requiring signature of Driver / Guard, is not issued for MEMU trains by the Platform staff.

23. CMEs requested for enhanced powers for the condemnation of under aged ICF stock at Zonal Railways level. At present all cases of under aged condemnation, other than those in which less than one POH life is remaining or are accident involved, are to be referred to Board.

24. CMEs pointed out to the acute vacancy position in the Workshops.

25. The issue of inadequate MLR capacity was discussed. EDME/Project pointed out that additional capacity has been planned, but would require 4 to 5 years to materialize. Till this time, we may have to explore other options to liquidate the overdue MLR and fresh arising.

Issues related to Disaster Management

26. With regard to the recent accident, MRS stated that:

- a. The phone numbers and the process for requisitioning the assistance of NDRF, etc. for relief and rescue should form part of the Disaster Management Plan of the Railways and should be known to all concerned.
- b. The availability of road mobile crane of adequate capacity in the nearby areas should be part of the disaster management plan.
- c. Mock drills should be carried out in right earnest as per letter in support.

27. The meeting ended with a Vote of Thanks.
