

**भारतसरकार GOVERNMENT OF INDIA**  
**रेलमंत्रालय MINISTRY OF RAILWAYS**  
**(रेलवे बोर्ड RAILWAY BOARD)**

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New Delhi, dated: 26.12.2016

**Minutes of the Meeting on the Retrofitment of Centre Buffer Coupler (CBC) and Head stock in ICF Coaches held on 14<sup>th</sup> December 2016 at Railway Board.**

**Present:**

Member, Rolling Stock  
AM/ME, AM/PU  
EDME/W, EDME/Coaching  
Other EDs & Directors of Railway Board  
CWE / CR & WR  
CMW / LLH & JUDW  
Director/Carriage/RDSO

**Industry Representatives**

M/s Texmaco Ltd.  
M/s Hindustan Engineering & Industries Ltd.  
M/s Modern Industries Ltd.  
M/s Cimmco Ltd.  
M/s EC Blades & Tools Pvt. Ltd.  
M/s Eee & Cee Pressings Pvt. Ltd.  
M/s JBM Industries Ltd.  
M/s Omax Autos Limited  
M/s BEML Bangalore  
M/s Burn Standard Co. Ltd.  
M/s Jupiter Wagon Ltd.  
M/s BESCO Ltd (Wagon Division)  
M/s Titagarh Wagons Ltd.

**Address by MRS**

1. In his opening address, MRS mentioned that retrofitment of almost 41,000 existing ICF coaches having Screw Coupling with CBC and Balanced Draft Gear is planned to be carried out in a period of 4 to 5 years.
2. Coaches / Wagon builders were requested to indicate their willingness or otherwise for carrying out the work on a turnkey basis within a fortnight.
3. There is a need for stringent quality control. In particular, the qualification of welders and validation of welding process is of paramount importance.
4. Fast turnaround of the rakes is to be ensured, subject to quality being maintained. For this, the firms, to whom the work may be outsourced, shall be required to maintain a certain level of inventory of the items required.

### **Presentation by EDME/Chg**

5. The scope of work was explained to the participants by way of a power point presentation made by EDME/Chg.
6. The CBC with Balanced Draft Gear are likely to be supplied by the Indian Railways.
7. The coach & wagon builders were requested to indicate number of coaches that they could tackle, cycle time, location where the work could be carried out, method of quality control, approximate costing, etc.

### **Points raised by CWE's / CWMs**

8. Attention to other under frame members may also be included in the tender schedule, in case these are corroded.
9. There shall be need for stage inspection, since some of the components would no longer visible at the final inspection stage.
10. No subletting of work by the contractors, other than hiring of trained welders, if required, shall be permitted.
11. CWE / WR raised the concern about the quality of wagons delivered by the wagon builders, in particular the issue of cracks in the sole bars of BCNHL wagons.

### **Discussion with the Industry Participants**

12. The berthing capacity, cycle time and likely out turn as indicated by some of the industry representatives is mentioned as under:
  - i) **TITAGARH** : They have a capacity of handling 60 coaches in parallel.
  - ii) **TEXMACO** : They can carry out the work at Agarpara and Sodepur plants:  
**Agarpara**: They have a berthing capacity of about 70 coaches and yard capacity of 96 coaches and can tackle 100 coaches per month which can go up to 200 coaches per month. The cycle time shall be approximately 8 days.  
**Sodepur**: They have a berthing capacity of 9 coaches and a yard capacity of 48 coaches and can tackle 50 coaches per month with a cycle time of 8 days.
  - iii) **BESCO** : They have a berthing capacity of 50 coaches at Baruiapur and additional capacity can be built-in Ballygunge.
  - iv) **BURN STANDARD** : They have a berthing capacity of 50 coaches and can tackle 25 coaches per month initially which can be increased to 100 coaches per month (from the 6<sup>th</sup> month onwards). The cycle time shall be 12 working days. They can also carry out the work at Railway Workshops.
  - v) **HEI** : They requested that coaches may be fed at Santragachi plant in lots of 10 coaches. During the meeting their representative stated that they

can tackle 5 coaches per day which can be increased to 10 coaches per day.

- vi) **JUPITER** : They can repair 350 coaches for the first year and 500 coaches in the subsequent years.
- vii) **GODREJ** : They can tackle 80 coaches per month for WR & CR and 400 coaches per month on pan India basis at multiple locations.

13. The firms were requested to witness the demonstration being organized at Parel Workshop CR and indicate a realistic assessment of the cycle time / outturn by 10.1.17.

The meeting ended with a vote of thanks.



(Brijesh Dixit)  
Director Mech. Engg/Chg  
Railway Board

**Copy to:**

PPS to Member, Rolling Stock for the kind information of MRS  
AM/ME, AM(PU), EDM/W

All CMEs

ED/Carriage/RDSO, ED/QAM/RDSO

All Industry Invitees