

No. 2017/M(C)/137/4TrainSet

(E File No.-3324136)

Dated: 29.05.2023

Sub: Inspection notes of Train-set Depot Shakurbasti on 21-04-2023.

S. N.	Observations	Action by
1.	Progress of the ongoing work of the "Setting up of maintenance depot for train-sets" was reviewed. Considering the importance and criticality of this project, its regular and effective monitoring is essential;	
a.	Physical progress of the work including ground conditions do not appear to be in sync with CME WPO's provided timelines for completion of components like May' 23 for TFWL, Jun'23 for IBL, Jul'23 for HR bay, etc. The progress of track connectivity of various facilities being created is very slow. It should be ensured that the timelines, once given, be adhered to including connecting the various facilities with track. Unless this is taken up on war footing, the depot cannot utilize the facilities being created. All efforts should be directed towards this.	CAO/ WPO
b.	Week wise timelines for track connectivity for different bays to be finalized in accordance with the desired progress. Bottlenecks/obstacles anticipated in the timely completion of the project should be identified promptly and removed on top priority. Work, for components like IBL, HR bay, TFWL etc., shall be considered complete only when it is fit for use and not on 'island readiness' basis. Firm timelines should be shared within 1 week.	CAO/WPO
c.	It was informed by CME/WPO that some trees are coming in the way of track laying and building portions and that necessary applications have been filed with the concerned forest officials. All coordination required should be done with concerned officials in Delhi Govt. to ensure necessary clearances so that this does not remain a hindrance in the ongoing works' timely completion.	CAO/WPO
d.	Early connectivity of the under floor wheel lathe line should be ensured to allow for utilization of newly installed tandem under floor wheel lathe machine.	CAO/WPO PCME/NR
e.	A new canteen cum control room is being constructed. The canteen cum control room needs to be furnished in accordance with latest industry standards including air conditioning arrangements. In so far as canteen furniture including kitchen equipment is concerned, best industry practices should be followed.	CAO/WPO PCME/NR

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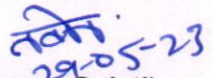
f.	<p>Following equipments were proposed for developing TSD SSB as a 'Centre of Excellence' towards holistic maintenance of train-sets:</p> <ul style="list-style-type: none"> (i) Vande Bharat Express (VBE) Simulator for rolling stock training centre. (ii) Wheel profile measurement system for the train-set depot. (iii) Bogie test rig <p>EDME/Project may get these allocated to TSD/SSB.</p> <p>TSD/ SSB to submit a paper elaborating the intended usage of Bogie test rig and the benefits expected to accrue from it.</p>	<p>PCME/NR</p> <p>EDME/P/RB</p>
g.	The currently planned pit lighting arrangement was seen. Pit lighting arrangement w.r.t. conduiting and placement should be revisited and suitably planned to ensure safety of wiring/ conduits and ensuring no infringement in the working area with proper illumination of under frame equipment for ease of inspection.	<p>CAO/WPO</p> <p>PCME/NR</p>
h.	The slope of walkways, catwalks and work areas should be properly maintained to eliminate the possibility of water accumulation. Proper provision of cross-drains to carry away any stagnated water needs to be ensured. Due caution should be exercised and measurements taken while casting top surfaces to ensure that correctness of desired slopes is maintained.	<p>CAO/WPO</p> <p>PCME/NR</p>
i.	Design of solar pipe lights, including material, currently being installed in the maintenance bays to be reviewed in accordance with industry standards. Also, there should be proper sealing around these solar pipes circumferentially to ensure no leakage.	<p>CAO/WPO</p> <p>PCME/NR</p>
j.	<p>Design of the bogie drop pit planned in the Inspection cum Maintenance Bay needs to be reviewed to enable achieving the end objective. Further, a comprehensive bogie movement plan, including a simulation demo, from the bogie drop table recovery line to the HR workshop bay to be finalized and shared within a week.</p> <p>For all other tenders/ proposals, the bogie drop pit design to be reviewed for appropriateness. Existing model of Virar Shed may also be studied and explored for adoption.</p>	<p>CAO/WPO</p> <p>PCME/NR</p>
k.	It was informed that retractable OHE work in IBL will be completed in 3 weeks.	<p>CAO/WPO</p> <p>PCME/NR</p>
l.	Existing Shed (LR) bay being used for Vande Bharat maintenance should also be upgraded to the level of Inspection bays being created. Necessary augmentation/ rehabilitation/ repair should be carried out to bring it at par with the upcoming IBL. This is besides the already planned extension of LR bay by 50 m.	<p>CAO/WPO</p> <p>PCME/NR</p>
m.	It was highlighted that demolition of 4 rooms in the existing service building to make way for track laying for TFWL, provision of porta-cabin in lieu, as a short-term measure and construction of 4 rooms on 1 st floor of the same building has been delayed considerably. Appropriate porta-cabins must be in place by 30 th April 23 and other works taken up immediately, without any further delay.	CAO/WPO

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2.	Inspection of rakes of Vande Bharat Express:	
a.	Issue of the withdrawal of support by the RMPU manufacturer M/s Prag was highlighted. If the procurement action has not been taken by ICF so far, procurement of suitable spare RMPUs may be done by Northern Railway.	PCME/NR
b.	Up gradation work of toilets of VB rakes over NR, as per requirement, may also be undertaken. NR may be allocated required quantities from the available sanctions.	PCME/NR EDME/P/ RB
c.	It was noticed that the color of the hinges being used in the end wall panel covers was mismatched with the panels. The color of the hinges may be matched with that of the panels for improved aesthetics.	PCME/NR
d.	It was informed that the angle of sensors of IC doors has been reduced from 11 th rake of ICF onwards. This may also be tried in the rakes available at TSD/SSB Depot. Further, possibility of vertical placement of sensors for IC doors may be explored on first two rakes.	PCME/NR
e.	Panels above the IC doors in the passenger area should be in single piece for ease of maintenance and aesthetics. Possibilities of retro-fitment to be explored.	PCME/NR
3.	<p>Matter regarding difficulties being faced in timely conduct of D and E checks of DEMUs over NR on account of resource crunch was highlighted.</p> <p>NR requested for RSP sanction for 90 D-checks and 56 E-checks of SSB, JUC & BDGM depots of NR. This will take care of next 2 years' requirements. EDME Chg to take follow up action on this.</p>	PCME/ NR EDME/Chg/RB
4.	<p>Wherever feasible, the philosophy of maintenance should evolve around expeditious development of spares' kits for maintenance of sub- assemblies of DEMU/ Vande Bharat Rakes, with appropriately allotted PL nos. and procurement to be done for such kits through Capital Expenditure.</p> <p>Till the system is streamlined, existing PL nos. for child parts which will form the proposed kits need not be abandoned. However, whenever the kit is being procured, corresponding quantity of child parts should be reduced.</p> <p>This philosophy may be extended to other Rolling Stock Maintenance.</p>	PCME/NR
5.	It was highlighted that in view of ICF's pre-occupation with VB rakes' manufacturing, significant number of RSP items of DEMU and Vande Bharat Express Version 1 are not being supplied through ICF. Therefore, it was decided that in cases where either long pending supplies have not been received or procurement action has not been completed by ICF, Northern Railway may plan to procure at their end.	GM ICF PCME/NR

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6.	<p>The control centre established for the monitoring of the train-sets via the LRMS system was inspected. Control centre maintains the performance and punctuality data for the rakes, bio toilets' functionality data, fault analysis framework for each rake.</p> <p>A dashboard for Rail-madad analysis etc. has been custom made. Provision of fetching the performance and punctuality data directly from existing servers may be made to eliminate need of manual data entry.</p> <p>The work being done in this control centre is highly commendable. This should also be disseminated to other stakeholders through conferences/ workshops/ training at the earliest. CRIS should also be associated in this exercise.</p>	PCME/NR EDME/P/RB MD/CRIS
7.	<p>Scheme for centralized monitoring of VB data and further messaging on the lines of OMRS alert system be worked out.</p> <p>CRIS should be involved for this purpose to facilitate commonality and universalization.</p>	PCME/NR EDME/P/RB MD/CRIS


(Naveen Gulati)
Member (Traction & Rolling Stock)
Railway Board

No. 2017/M(C)/137/4TrainSet

Dated: 29. 05.2023

C/-

1. General Manager, ICF/Chennai.
2. Pr. Chief Mechanical Engineer Northern Railway
3. Chief Administrative Officer, WPO Patna
4. Exe. Dir. Mechanical Engg/Project/Railway Board
5. Exe. Dir. Mechanical Engg/Coaching/Railway Board
6. Managing Director ,CRIS

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For kind information and necessary action please.

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