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**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)**

No. 2007/M(C)/165/5

New Delhi, dated 22 .02.2011

The Chief Mechanical Engineers,  
All Indian Railways,  
RCF, Kapurthala  
ICF, Chennai

ED/Car./RDSO, Lucknow

ED/CAMTECH, Gwalior

**Sub: Minutes of the CRSE's meeting held in Railway Board on 11.02.2011.**

**Address by MM**

1. MM reiterated the focus areas i.e. cleanliness and hygiene standards, quality of services and amenities in trains.
2. A notion prevails that despite large number of cleaning staff on Board, coach cleaning activities have been outsourced. Railways must quickly carry out a comprehensive review of the manpower requirements based on their workload, taking the benchmarking norms issued by Board as a base reference, to identify the requirements of cleaning staff and shortfall made good through outsourcing, which is otherwise an economical option.

An assessment of the annual expenditure on account of these outsourced activities, and deductions in the form of penalties may also be reported by the Railways.

3. There is an emergent need to have efficient contract management systems for the outsourced activities/services. Field inspections at the level of CRSEs and other officers must focus on various facets of contract administration i.e. documentation, feedback on quality of services and resource utilization etc. Compliance of Board's guidelines for work measurements/test check protocol for contracts for Coach cleaning/hygiene activities must be ensured.
4. The uptime and satisfactory working of CDTS has still not picked up to the desired levels on the Railways. There must not be any false reporting and Railways must ensure the system in good fettle by organizing their own resources. No AMC arrangement should be resorted to. Restrictions as advised earlier shall continue for fitment of CDTS only on selective rakes during new manufacture of coaches.
5. The identified seven Railways, ICF and RCF must quickly conduct field trials with HPPA brake gear Bushes in the critical locations to enable a final review by RDSO. SWR may also share their experience with RDSO on the use of HPPA Bushes in BVZI stock.

6. NCR and RDSO must religiously monitor the field trials with the DRDE Technology Bio-degradation type Environment-Friendly Toilet Systems installed in two new rakes ex-RCF, based at Gwalior/NC Rly. The qualitative performance reports and laboratory tests for effluent discharge parameters must be periodically drawn up and evaluated. Subject to a satisfactory performance in the first evaluation report, RCF should be in readiness for extended trials on few more rakes. ICF also need to expeditiously turn out the rake fitted with such toilet systems for trials on the allotted Railway i.e. NF Rly.

The trials with zero discharge toilet systems, developed in association with IIT/Kanpur, to be fitted in one rake on SR, should be closely monitored by SR & RDSO.

7. Sound systems must be put in place for inspections and repairs to the vinyl wraps provided on Duronto coaches, also factoring in the instances of vandalism etc. Strict compliance must be ensured for new procurement and application of vinyl films to the revised RDSO specifications. The instance of non-continuity of pattern in the adjacent segments, as reported by SC Rly in coaches of new Duronto rake recently received by them ex-RCF, needs to be thoroughly examined for necessary corrective and preventive measures.
8. The Bench-marking norms for manpower for coach maintenance activities may be revisited particularly for the LHB-FIAT coaching stock, in wake of its technological edge and maintenance friendly features as compared to the conventional ICF design coaching stock.
9. Railways must expedite seeking CRS sanction for running of Duronto trains with SG, AC/Non AC Stainless Steel coaches, wherever applicable on their system.

### Agenda Items

#### **1. Review of manpower requirements for coach maintenance**

All the Railways must conduct a zero based review of manpower requirements, in line with bench marking norms, and advise the status as called for vide letter No.2000/M (C)/143/5 dated 07.02.2011. The position may be provided broadly in line with the format as presented by Northern Railway during the meeting. This exercise must also be regularly carried out on a yearly basis as a preparation and planning for running new trains, handling the maintenance work load, making budget provisions and identification of services/activities to be outsourced.

#### **2. Cleanliness and hygiene in trains**

- (i) **Mechanised cleaning of rakes** : Progress on this front has been dismal on NR, CR, SCR & SR. Speedy implementation of the scheme must be ensured by the concerned Railways, by a target of June 2011.
- (ii) **OBHS**: Progress on NR, CR, SR & ER is not satisfactory. The scheme needs to be proliferated as quickly to all the identified trains, by a target of June 2011.
- (iii) **CTS**: KTE/WCR, ALD/NCR & CNB/NCR must be taken up in earnest for commissioning by March 2011. Zonal Railways also need to timely process for new tenders where present contracts for CTS have been completed/are nearing completion, in order to ensure continuity of contracts under the CTS scheme. It may also be ensured that all the platforms identified for passing through trains are covered under the project.

- (iv) It has been decided to conduct a comprehensive review of the model guidelines for the cleanliness/hygiene improvement schemes particularly the resource specifications, scope of work, performance evaluation, inspections, payments/penalties, eligibility criteria etc. As already advised to the Railways, feedback/suggestions may be provided by the target dates to ECoR, WR & Board to facilitate the review of the Schemes for mechanized cleaning of rakes in depots, CTS and OBHS respectively.

### **3. Setting up of mechanized laundries**

Pilot laundries have been successfully commissioned on CR, WR, SCR, ER and NFR. However, there are still 21 identified Depots/locations over IR (NR/3, ECoR/3, NCR/1, NER/3, NWR/2, SC/1, SR/2, SWR/3, WCR/2, NFR/1) where proposals for setting up of mechanized laundries are still under Finance concurrence/preparation of estimates. Expeditious action needs to be initiated by these Railways.

### **4. Controlled Discharge Toilet Systems (CDTS)**


- (i) Latest position from the Railways still shows a large number of CDTS running in defective/bypassed condition. The position is particularly poor on ECR, NR, SER, ER ECoR, NER & SWR. Railways must immediately gear up their maintenance infrastructure, training to staff and procurement of spares etc. to ensure proper upkeep and functioning of the CDTS and endeavor to achieve a target up time of at least 90% as advised earlier.
- (ii) CAMTECH has recently studied the issue of standardization and interchangeability of CDTS spare parts supplied by different OEMs: Presently most of these are non interchangeable and have to be procured from the specific manufacturers only. The drawings and specifications etc. need to be revisited by RDSO on priority.

### **5. IOH of coaches**

Reports indicate a significantly high cycle time for IOH of coaches on different Zonal Railways (as high as about 25 days in some cases), including the transit time from base depot to the Workshop, average time inside the workshops during IOH/POH and transit time from the workshops to the base depots. The situation is least desired and Railways must exercise control over such high detentions. The position has been reported to be particularly poor on NR, ER, NFR, ECR & WCR.

### **6. Uncoupling of CBC fitted coaches on run**

Enroute uncoupling of CBC is an area of concern. RDSO have carried out a comprehensive review of the operating instructions and check points to ensure proper coupling of CBC in coaching stock and a detailed report RDSO/2010/CG/CMI-02 has been issued to the Railways on 30.7.10. The report, with pictorial representations details the various aspects of CBC operations and elucidates the various safety check points and "do's & don'ts" for the benefit of field staff. Railways must ensure adequate training to staff and compliance of these guidelines.

  
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