



सत्यमेव जयते

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

AGENDA

For

CME's Conference

to be held on

12th & 13th November, 2014

at

South Western Railway

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Agenda for CMEs Conference to be held on 12 & 13 Nov.2014 at Hubli, SWR

Traction Items

1. Punctuality performance of Diesel locomotives.

Punctuality performance of Diesel Locos for the period April to Sep' 2014 was on an average 12.0 direct cases per 100 loco links per month on IR, as compared to 12.7 in the same period last year i.e. an overall improvement of 5.2%.

The performance of some of the sheds have deteriorated in comparison to the same period last year, they are PUNE, KYN, UDL, PTRU, LDH, JHS, BGKT, ERS, GY, MLY, KGP, KJM, UBL, RTM, VTA and NKJ.

Railways may discuss the action plan to improve the trend.

2. Transfer of MG locomotives from NFR & NER to other Railways.

Due to the closure of LMG Diesel shed & LFG MG section on NF Railway, 34 MG diesel locomotives have been rendered surplus due to its gauge conversion. Out of these, 15 MG locos are overaged as on date. In addition to the above, 02 MG locomotives were spared by NE Railway in May 2014. (Total 36 MG Diesel Locos are surplus), another 24 locos are expected to be spared by end of October 2014 from NFR.

Board vide letter no. 2003/M(L)/466/18 dated 25.03.2014, advised concerned Zonal Railways to submit their requirement of MG locomotives. SR, NWR and WR have submitted their requirement of 02, 04 and 33 MG locomotives respectively by 2017. Zonal Railways were advised to depute their staff to have these locos inspected through NFR and NER with specific road number of the locomotives they desire to be transferred to their Railways, for replacement of their overaged locomotives. But in the absence of confirmation regarding transfer of locos from Railways, Board allotted 2 locos from NER to SR, 4 locos from NFR to NWR and 31 locos from NFR to WR vide letter no. 2003/M(L)/466/18 dated 29.05.2014. Still there is no progress for transferring locos from NFR & NER.

Concerned Zonal Railways may appraise the forum.

3. Planning for maintenance of DEMUs

A large number of Passenger trains (approx. 1200) are having less than 12 coach composition and it is seen that for low composition, DEMUs are more fuel efficient than loco hauled trains. At many coaching depots only Passenger trains are maintained and have spare pit capacity. It is proposed to base DEMUs at these locations and maintain them with support from nearby Diesel sheds. A list of proposed coaching depots is placed **at Annexure I**

4. Operations

Railways must include weekly trains in their coaching links and should not utilise goods loco for passenger trains. For longer train composition (20 coach and above) Multiple Units must be provided in place of single loco. Railways to bring list of such probable trains.

5. Condemnation of locos:

A number of overaged WDM2 locos are being utilized for inferior services. Railways should immediately review and confirm that such inferior services form part of their Railway's Power Plan. This is necessary to ensure that the requirement of diesel locomotives is getting correctly reflected, as the Board decides the requirement of diesel locos based on the Railway's Power Plans. It may also be confirmed that fuel issued to such locos is being correctly accounted for, since these locos are not getting reflected in the holding of the sheds.

With regular chasing from Railway Board number of overaged WDM2 locos has come down from 278 to 193. But NR, SCR and WR have made little progress. Concerned Railways should review and bring position in this regard.

6. Rationalization of fuelling pattern

Railways should ensure implementation of rationalisation of fuelling pattern of diesel locomotives. They must regularly monitor HSD prices being offered by OMCs at different RCDs and confirm that maximum topping of HSD oil is being done from installations where HSD oil price is comparatively cheaper. Railways should bring action taken in this regard.

ANNEXURE I

A. Locations where Coaching Depot & Diesel Shed are in same Division

S. No.	Rly	Div.	Depot	DSL Shed	Dist. from Shed	PM Trains (Pairs)	Pit Line		Train No.	No. of Coach
							≤ 24	≥ 24		
1	CR	BB	ROHA	KYN	116	1	1	0	71096, 71092	10, 10
2	ECR	SPJ	SPJ	SPJ	0	4	0	1	55555/55513, 55537/55501, 55516/55557, 55504/55526	12, 12, 12, 12
3	ECR	DHN	BRKA	PTRU	20	2	1	0	13347/48, 18623/24, 53357/58	10, 2, 12
4	NCR	AGRA	MTJ	AGC	55	3	1	0	51971/72, 51973/74, 51975/76,	12, 12, 12,
5	NR	LKO	RBL	LKO	77	3	1	0	14201/02, 54225/26/27/28, 54221/22/23/24,	10, 5, 5,
6	SCR	GTL	GTL	GTL	0	2	1	0	57448/47, 57426/25,	11, 10
7	SER	ADRA	ADA	BKSC	83	2	1	0	58601/02, 58621/22	10, 5
8	SER	CKP	JSDG	BNDM	109	3	1	0	58161/62, 58117/18, 58135/36	9, 12, 9
9	WCR	BPL	ET	ET	0	2	2	0	51763/64, 51683/84	10, 10
10	WR	RTM	RTM	RTM	0	2	2	0	59355/56, 79301/02	10, 8

* At SPJ, GTL, ET, RTM - Chg Depot & Diesel Shed are at same location

B. Locations where Coaching Depot & Diesel Shed are in same Railway

S. No.	Rly	Div.	Depot	DSL Shed	Dist. from Shed	PM Trains (Pairs)	Pit Line		Train No.	No. of Coach
							≤ 24	≥ 24		
1	CR	SUR	Daund	PUNE	75	3	1	0	51350, 51353	12, 12
2	CR	PUNE	MRJ	PUNE	279	4	0	0	51419/51425, 51408/51438, 51406/51463, 11047/11048	9 11 9, 9
3	ER	ASN	MDP	UDL	111	7	0	0	53554/53551, 53514/53511	8, 11
4	NR	LKO	SLN	LKO	139	2	1	0	54282/54266, 54265/54281	9, 9
5	SCR	NED	PAU	MLY	300	4	1	0	57522/21, 57549/57550, 57581/57582, 17610/17609	10, 11, 9, 12
6	SR	PGT	SRR	ERS	106	2	0	0	56601/56602, 56621/56620	12, 12
7	SR	SA	MTP	ED	137	1	0	0	56146/56145	11
8	WCR	JBP	Rewa	NKJ	148	1	1	0	51753/51754, 11703/11704	10, 12

Coaching Items

1) **Cleanliness of coaches:**

- i. Commissioning new CTS at LJN, RGDA, R, RU, SC, & NGP and re-commissioning of CTS at ASN, ADI, ET, JHS, BPQ, JP and MB.
- ii. Action plan with timeframe for meeting the target to cover identified trains under OBHS by all Zonal Railways. Delay in finalization of tender cases.
- iii. Super checks by officers and action taken on observations.
- iv. Publicity for provision of OBHS in trains for passenger awareness.

2) **Linen Management:**

- i. Status of setting up of Mechanized laundries.
- ii. Replacement of old linens.
- iii. Quality of linens being received-action being taken by Zonal Railways.
- iv. Measures taken to minimize loss of linen during journey by attendants.

3) **Safety in coaches:**

- i. Status of provision of Fire and Smoke detection system on LHB rakes by RCF, WR, ER, ECR & ECoR. Measures taken to improve quality and design of PA coupling arrangement by RCF.
- ii. Provision of fire extinguishers in Non-AC coaches.
- iii. Quality Audit of fire retardant furnishing materials. Disposal of non-conforming material rejected in Audit inspections.

4) **Online failure of coaches/ Punctuality loss cases:**

- i. Failure of headstock during service.
- ii. Results of investigations done in online failures (enroute detachments) of coaches and analysis thereon along with action taken.
- iii. Status of conclusive investigations done in punctuality loss cases reported to Railway Board (Apr'14 to Oct'14).
- iv. Coach Watering issues- nomination of watering points and adequate halts in working time table for new trains, standardisation of watering arrangement in coaches and at stations. Requisite facilities for speeding up of watering during halt period.

5) **Progress on Bulk RSP works allotted to Railways/PUs by Mechanical (Coaching) Dte.**

Freight Items

1. Unloadable wagons

Damages to wagons is creating large number of “C” category unloadable wagons. Action Plans to reduce wagon damages have been issued vide DTT(G)/ Railway Board letter no. 2010/TT-IV/9/1 dated 8.10.12 and EDME/Frt Ir. No. 2013/M(N)/951/17 dated 11.4.14. In July 2014 the feedback received was:

- (i) List of sidings/ Goods sheds where damages to wagons are taking place has been prepared in every Railway.
- (ii) JPO for imposition of penalties for wagon damages has been issued by ER, NCR, SCR, SER and SECR.
- (iii) The penalties imposed in 2013-14 were as follows:

Rly	Penalty imposed (Rs)	Penalty realized (Rs)
ECoR	9.12 cr.	4.64 cr.
SER	3.54 cr.	3.46 cr.
ER	1.19 cr	1.06 cr.
SECR	1.84 cr.	0.99 cr.
SWR	70.57 lakhs	19.09 lakhs
NCR	-	11.69 lakhs
SCR	38.07 lakhs	10.56 lakhs
WCR	1.26 cr.	6.08 lakhs
NR	13.27 lakhs	3.29 lakhs
NWR	1.61 cr.	2.06 lakhs
CR	46.87 lakhs	0.95 lakhs
ECR	32.86 lakhs	Nil
NFR	0.84 lakhs	Nil

Action to be taken by Railways

1.1 *Number of checks conducted on the sidings in 2014-15 (upto Sep. 2014), penalties raised and penalty realized should be advised to Railway Board by 3.11.14.*

1.2 Any other effective/innovative measure taken to reduce wagon damages.

2. Repair of ‘C’ category unloadable wagons

To conserve wagon POH capacity, instructions have been issued that “C” category wagons should not be sent to Workshop for NPOH repairs, unless they are due for POH within the next one year.

Against nine major points identified for repair of 'C' Category wagons in open line in 2007, required facilities have come up only in Adra (SER), Bhilai (SECR) and Hubli (SWR).

Feedback from field indicates that a large number of unloadable wagons are not being detached during examination, particularly in BOXN Premium rakes, and are being passed on as Embedded empties.

Action to be taken by Railways

- 2.1. Each Railway to advise by 3.11.14 number of "C" category wagons arising in their Railway and number they have repaired in Open Line in 2014-15 (upto Sep. 14).
- 2.2. Action Plan of the Railway to step up "C" category repairs (departmentally or through outsourcing) to be indicated.
- 2.3. The status of works sanctioned to carry out "C" category repairs in Open Line at MGS and NKJ and proposal for VSKP should be indicated.

3. Overdue running of CC & Premium Rakes.

Instructions were issued by DTT(G) vide Letter no-2013/TT-1/27/8 dated 24.07.2014 that

- (i) Loading of CC rakes should be restricted upto 30 days and Premium rakes upto 12 days. The +5 days and +3 days of CC rakes and Premium rakes respectively should be utilized to return the cc rakes to Base depot (for CC rake) and move it to nearest TXR Point (in case of Premium rake).
- (ii) CC rakes should be monitored closely through FOIS by all Sr. DOMs to ensure that these rakes are worked to their respective base depots before completion of stipulated Kms/days.
- (iii) Using FOIS, a daily statement of rakes running over 30 days (for CC rakes) and over 12 days (for Premium rakes) should be made in every division for ensuring timely maintenance. All the cases of violation of limit of 35 days for CC rakes and 15 days for Premium rake should be viewed seriously.

It is observed from FOIS statements (RB-471 and RB-474) that there is no improvement in running of overdue CC & premium rakes as well as loading of CC/Premium rakes within 30/12 days respectively as shown below:

(A) Average number of overdue CC rakes per day (RB-471)

Month	BOXN	BCN
July-14	212	178
Aug-14	227	216
Sept.14	225	208

(B) FOIS RB-474 Premium and CC rakes loaded after in valid BPC

Date	Premium rake				CC Rake			
	Loaded 12-15 days		Loaded more than 15 days		Loaded 30-35 days		Loaded more than 35 days	
	BCN	BOXN	BCN	BOXN	BCN	BOXN	BCN	BOXN
18-8-14	8	10	13	10	3	16	1	13
4-9-14	2	5	13	12	1	16	2	6
9-10-14	9	7	17	17	4	16	3	7

Action to be taken by Railways

3.1. Each Railway to advise action being taken to bring down overdue running of CC rakes.

4. Twin pipe freight trains

Railway Board has directed to gradually make all our BOXNHL/BCNHL rakes twin pipe (SCR has already made all their 56 BCNHL rakes Twin pipe). All twin pipe rakes have been given a uniform name – Arrows.

Action to be taken by Railways

4.1 ECR (MGS), SECR (BIA) and WCR (NKJ) to advise by 3.11.14 number of twin pipe BOXNHL wagons available with them and number of twin pipe rakes made.

4.2 WR (Shambhupura and Gandhidham) to advise by 3.11.14 number of twin pipe BCNHL wagons available with them and number of twin pipe rakes made so far.

4.3 All Wagon workshops to confirm that they are doing twin pipe conversion of single pipe BOXNHL/BCNHL wagons during POH.

5. Equipment Failures

In 2013-14 there was a decrease in Hot Axles by 11% and Train Partings by 28%. The figures for 2014-15 (upto September 2014) are given below:

SN	Type		2012-13 (upto Sep. 2013)	2013-14 (upto Sep. 2014)	Difference
1	Hot Axles	Nos.	394	415	+5%
	Avg./ month per billion NTKM		1.24	1.24	0
2	Train Partings	Nos.	213	213	0
	Avg./ month per billion NTKM		0.67	0.64	-4%

As per RDSO's analysis (which is on their Railnet site) the benchmark figures of Hot Axles within 2 years of POH per 1000 wagon outturn for 2013-14 is **1.4** for Raipur workshop. Other Wagon workshops have much higher figures in the range **1.5 to 13.6**. For Train partings, the benchmark figures is 0.6 Train Partings within 2 years of POH per 1000 wagon outturn achieved by Jagadhri workshop. Other Wagon workshops have much higher figures in the range **0.9 to 4.8**.

Action to be taken by Railways

- 5.1 Railways to confirm that RDSOs analysis is being reviewed on monthly basis.
- 5.2 Railways should implement Action Plan for reducing Hot Axles & Train Partings (RB letter nos. 2005/M(N)/951/49 dated 6.12.12, no. 2012/M(N)/951/35 dated 14.9.12 and 2012/M(N)/951/26 dated 16.4.14).

6. Modification of BCNHL door

The BCNHL wagons which were built prior to July 2010 require Modification of their doors.

Action to be taken by Railways

- 6.1. *SCR and WR to advise by 3.11.14 number of wagons where modification is completed and number still requiring door modifications. They should also indicate status of RSP works under execution for BCNHL door modification.*
- 6.2 *NCR (Jhansi) and WCR (Kota) to advise by 3.11.14 status of work done against RSP sanctions for BCNHL door modifications.*
- 6.3. All wagon workshops to confirm that they are in readiness to carry out BCNHL door modifications (where required) during POH.

7. Development of ROH capacity

Railways have done well by increasing their ROH outturn by 8% in 2013-14 and further by 3% in 2014-15 (upto Sep. 14). However, feedback from field indicates that a large number of BOXN wagons are running overdue ROH in Premium rakes.

Action to be taken by Railways

- 7.1. NWR and NER to indicate status of work sanctioned for increasing ROH capacity.
- 7.2. To eliminate running of overdue ROH BOXN wagons, in all ROH depots Railways should increase their proportion of ROH of BOXN wagons.

8. Wagon Ineffective

The overall wagon ineffective as reported by C&W control of Railways is around 4% but according to FOIS Statement no. RB 009 wagon ineffective on 27.10.14 was 5.47%.

Action to be taken by Railways

8.1. The ineffective figures as per Mechanical branch should be regularly reconciled with FOIS statement nos. RB009, RB170 and RB 527.

7.2 Railways where wagon ineffective is higher than target should advise action plan to bring down their ineffective.

WORKSHOP ITEMS

1. **Increase in Wagon POH outturn**

As per an estimate by EDs committee constituted for the purpose of assessing wagon POH requirement in coming years, the arisings in 2015-16 is likely to be about 4500 wagons p.m. The monthly arisings in 2016-17 are likely to reach at a level of 5400. The total target assigned to wagon workshops during 2014-15 is 3910 p.m.

The main findings of EDs committee report which is presently under deliberation of Board is broadly as under:

- (a) Completion of all 14 sanctioned works for expansion of Wagon Workshop capacity in the next three years (**Annexure 2**) – to make up shortfall by 1075 wagons per month. CMEs to kindly ensure as per Annexure 2.
- (b) For Railways where there is accumulation of wagons for Unloadable repairs, utilising the available capacity of Railway PSUs (M/s Braithwaite, Burn Standards, BWEL etc.) to repair such wagons expeditiously through these PSUs. CMEs may look into this in terms of Board's letter No. 2008/M(N)/951/21/Pt. dated 02.07.10.

There is a serious need to increase the outturn from the existing workshops. CMEs must come up with action plan to increase the wagon outturn by at least 10 % over the current year's outturn. Outsourcing in terms of Board's letter no. 2002/PL/88/3 dated 28.01.05 may be duly considered.

2. **Capacity for POH of AC coaches:**

During previous CMEs conferences, the shortfall in AC coach POH capacity in the workshops vis-a-vis requirements have been discussed in detail (reference minutes of meeting of CME's conference dated 21/22 May'12 & 29/30 April'13 and ½ Aug'14). As per an estimation the POH arisings of ICF AC coaches in 2015-16 is likely to be about 385 p.m which is likely to increase to 460 p.m by 2017-18. Since the lead time for infrastructure creation being long, capacity augmentation needs to be planned in advance. Zonal Railways were advised to plan for augmenting the AC POH capacities by 10-15% in each workshop in the next two years. Keeping a cushion of 5% to meet the fluctuation and increase in anticipated acquisition, Railways need to achieve the capacity shown against them in Annex-3 to meet the arisings in 2017-18.

The steps taken in this direction and latest status of the same may be advised by concerned Zonal Railways.

Further considering the increased requirement, the targets of individual workshops for AC coach will have to be enhanced in 2015-16.

3. Maintenance of Engineering Infrastructure in workshops- Implementation of Joint Procedure Order.

The issue of implementation of Joint Procedure Order (JPO) on maintenance of Engineering assets / infrastructure in the Mechanical workshops was discussed in details during last CMEs conference (Aug'14). s

During last CMEs conference held on 2-3 Aug'14 MM had instructed that Zonal Railways will implement it in respective workshops by 31.10.14. The functional status of implementation may be advised by the Zonal Railways.

4. Integrated Management System in Workshops:

Board vide its letter no. 2011-BC-AP-4.7-2009-10 dated 25.04.12 has advised all the workshops to work towards putting in place a system for management of the environment in the work area as well as impact on health and safety. All the units have been advised to go for Integrated management system (IMS) which adequately addresses the Environment concerns through ISO 14001, quality issues through ISO 9001 and Occupational health and safety issues through ISO 18001.

During last CMEs conference the issue of implementation/plan of action towards achieving IMS certification in the workshops was discussed. Zonal Railways have been advised to achieve the IMS certification in their units latest by 31.12.14. The current progress in this regard may be advised by the Zonal Railways.

5. Infrastructure for maintenance of LHB coaches in workshops

For creation of LHB maintenance facilities in workshops, a no. of works have been sanctioned for in JUDW, Lower Parel, LLH, LLGD and DBRT workshops over the last 03 years. Despite passage of more than 02 years in some cases, the proposals are still awaiting sanction of detailed estimates. Concerned Zonal Railways may discuss the action taken for fructification of desired POH capacities in these workshops. The list of sanctioned works is given in Annex 4.

Annexure-1

Present Wagon POH capacity in Workshops			
S.No.	Railway	Workshop	Capacity/Target
1	CR	Kurdwadi	10
2	ER	JamalPur	435
		Lilluah	60
3	NR	Jagadhri	480
4	NCR	Jhansi	650
5	NFR	NBQS	120
6	NWR	Ajmer	70
		Bikaner	25
7	SR	Perambur	250
8	SCR	Rayanapadu	420
9	SER	Kharagpur	440
10	SECR	Raipur	370
11	WR	Dahod	80
		Pratapnagar	60
12	WCR	Kota	440
TOTAL			3910

Annexure 2

SN	PB No.	Rly.	Location	Description	Orig. capacity p.m.	Final capacity p.m.	Addl capacity
1	407	CR	Kurduwadi	Facilities for Rehab	10	20	10
2	411	CR	Badnera	POH workshop	0	180	180
3	513	ER	Jamalpur	Modernisation	435	500	65
4	605	ECR	Samastipur	POH facilities	0	60	60
5	606	ECR	Sonepur	New POH shop	0	180	180
6	450	NCR	Jhansi	Modernisation	635	680	45
7	233	NW	Ajmer	Modernisation	70	100	30
8	229	NW	Bikaner	Bogie & RB shop	40	50	10
9	226	NW	Bikaner	POH of BLC/BCN	50	150	100
10	646	SR	Perambur	Modernisation	250	300	50
11	506	SCR	Rayanapadu	Modernisation	420	450	30
12	422	SER	Kharagpur	Modernisation	435	450	15
13	519	WC	Kota	Modernisation	440	600	160
14	450	WR	Pratapnagar	POH of 200 BCNHL	60	200	140
				Total			1075

Annexure- 3

Railway	Workshop	Tentative capacity to be planned for POH of ICF AC coaches in 2017-18 p.m
CR	MTN	35
ER	LLH	35
ECR	HRT	20
ECoR	MCS	25
NR	AMV	35
	JUDW	25
NER	GKP	25
NFR	DBRT	12
	NBQ	12
NWR	AII	26
	JU	20
SR	PWP(C)	40
	GOC	15
SCR	LLGD	25
	TPTY	10
SER	KGP	30
SWR	MYSS	15
	UBL	25
WR	BVP	20
	PL	30
Total		480

Annexure 4**LHB maintenance facilities-A status of sanctioned works**

Railway	Location	Year of sanction	Cost (Cr)	Capacity planned	Status as informed by Zonal Railway
ER	LLH	2012-13	10.98	10 to 30 p.m	Detailed estimate under zonal HQ finance vetting. Sanctioning authority- GM
NR	JUDW	2012-13	20.61	15 to 35 p.m	Construction work in advance stage. PDC likely March'15.
WR	L Parel	2012-13	9.23	15 to 30 p.m	Estimate still under preparation by workshop.
SCR	LGDS	2012-13	13.93	Nil to 20 p.m	Detailed estimate under HQ finance vetting. Sanctioning authority- GM
NFR	DBRT	2013-14	18.59	Nil to 20 p.m	Detailed estimate under sanction by GM.

M&P Items

1. PU Painting of Coaches:

Instructions have been issued with approval of Board (MM) vide letter dtd. 13-10-14 (copy enclosed) regarding discipline of PU painted coaches in Workshops as well as depots. All CME may please confirm compliance. Also enclosed is the status of Paint Booths in major coaching workshops as submitted by railways. In view of instructions of Board, the pending supply / installation of paint booth must be speeded up. CMEs to indicate the target date by which paint booths in their workshops will be commissioned.

2. Indigenization of Fiat Bogie Springs:

Fiat bogie springs of four types, developed and manufactured by RSK, Sithouli have been fitted on new coaches ex-RCF, Kapurthala. The balance 10 types of springs are targeted to be developed in 2014-15. The concerned zonal railways to monitor their performance closely and provide feedback to RCF every quarter.

3. Utilization of funds under PH-41:

Under PH-41, wherever payment of bills is pending due to shortage of funds, CME should bring such instances to the notice of FA&CAO and ask them to also approach Finance dte. of Railway Board to enable allotment of adequate funds.

ART items:

1. ER to provide dates by which new cranes would be delivered to consignees as discussed in last meeting
2. CR to provide dates by which MLR of 4 cranes targeted in current year would be completed as discussed in the last meeting.
3. The cases of break-down crane failures at site are on the increase. This must be monitored at the highest level to find out the root cause and corrective / preventive action taken accordingly.

Production Units Items

1. Outturn of coaches from RCF & RBL below target:

PU	April – September' 14 (Target)	April – September' 14 (Actual outturn)
ICF	770	822
RCF	740	637
RBL	85	46

Action plan to bridge the gap and manufacture of coaches as per target to be put up by RCF.

2. One LHB rake fit to run at 200 kmph should be turned out in 2015-16 by RCF:

RCF has been advised vide Board's letter No. 2014/M(PU)/1/21-RCF dated 21/07/2014 and letter No. 2014/M(PU)/1/21-RCF dated 08/09/2014 to turn out one LHB rake fit to run at 200 kmph. Target date for the same to be communicated by RCF.

3. ICF to roll out 1st rake of Air-conditioned EMU coaches and partly air-conditioned DEMU rake in the current year:

ICF has been advised vide Board's letter No. 2013/M(C)/140/2 dated 08/07/2014 to roll out one air conditioned EMU rake and letter No.2014/M(PU)/1/22 dated 22/07/2014 to turn out partly air-conditioned DEMU rakes in the current year. Target date for the same to be communicated by ICF.

4. Automatic door closing mechanism has to be integrated in the coach design:

RCF has been advised vide Board's letter No. 2014/M(PU)/1/21-RCF dated 11/08/2014 to turn out one LHB rake fitted with automatic door closing mechanism in the current year. Similar, instructions have been issued to ICF vide Board's letter No. 2014/M(PU)/1/22-ICF dated 04/08/2014 to turn out an EMU rake with this feature. Target dates for same to be communicated by RCF & ICF respectively.

5. Coach Production Units to plan complete switch over to 3-phase EMU/DEMU/MEMU's from 2016-17 onwards:

In the proposed three years Coach Production Programme, a complete switchover to 3-phase EMU, DEMU and MEMU has been planned from 2016-17 onwards. No

rake with conventional electrics is to be turned out after 2015-16. ICF & RCF to present their action plan for the same.

6. RCF to switch over to 100% LHB coach production from 2018-19 onwards and subsequently ICF from 2019-20 onwards:

Action plan for the above to be prepared and presented by ICF & RCF.

7. Series production of WDG5 locos to commence at DLW:

Action plan for the above to be prepared and presented by DLW.

8. Outturn of DEMU rakes from Haldia:

No DEMU rakes have been turned out till date from Haldia. Action plan for turning out 8 DEMU rakes ex Haldia in the current year, as envisaged in the Production Programme, may be presented by SE Railway.

9. Production of wheels at RWP/Bela:

The production of wheels at RWP/Bela continues to be a matter of concern. The constraints should be clearly spelt out and an action plan be presented for ensuring regular production of wheels at RWP/Bela.

Development Items

1.0 Environmental Friendly Coach Toilets

1.1 Target of fitment of 10500 bio-toilets in coaches:

A target of fitment of 10500 bio-toilets in coaches (new as well as existing) has been set for the year 2014-15. Without fitment of bio-toilets in existing in-service coaches in zones, it is not possible to meet the target. Funds have been distributed to all Zonal Railways for fitment of bio-toilets in Dual Mounting Arrangement coaches as well as for retro-fitment in those coaches in which both sides Head Stock are replaced during PoH. Railways to expedite the bio-toilet fitment in Dual Mounting Arrangement coaches and in eligible coaches undergoing PoH to meet the aforesaid target. The tentative number of coaches that will be fitted by railways till 31st March 2015 to be communicated to board along with action plan for utilization of fund.

1.2 Green Train Stations at OKHA/WR and RMM/SR:

(a) OKHA of WR and RMM of SR have been nominated for development as “Green Train Stations”. All concerned railways to take necessary action for converting/replacing coaches having direct discharge with bio-toilet fitted coaches in all OKHA bound and RMM bound trains. 15th January 2015 has been kept as the deadline for converting the rakes of trains originating and terminating at Okha and RMM.

(b) Identification of Green Corridor or green train station in all the Railways.

Zonal railways have been advised to consolidate bio-toilet fitted coaches in rakes for better monitoring of the performance of bio-toilets. All railways to nominate at least one green train station or green corridor in their railway.

1.3 Fitment of bio-toilets in all lavatories of a conventional coach

With the finalization of drawings for bio-toilets in all lavatories of DSLR coaches and RDSO's approval for fitment of four bio-toilets in GS coaches, RCF and ICF

must ensure that all conventional coaches are turned out full complement of bio-toilets without fail.

2.0 Electronic In-motion Weighbridges

SER has been provisionally permitted on 22/9/14 to operate weighbridges installed on gradient 1:400 for 6 months. RDSO to conduct trials on any three Railways including SER, and do a technical study on the effect of gradient on performance of weighbridge so as to approach Legal Metrology department for amendment in relevant clause of Gazette of India.

3.0 Follow-up of “Points” of last CMEs Conference:

All ZRs and PUs are advised to follow-up the Development Cell's Points recorded in Minutes of last CMEs Conference held in Aug.2014.
