

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

No. 2014/M(L)/466/3(18)

New Delhi, dt.10.09.2014

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


**Chief Mechanical Engineers,
Integral Coach Factory, Chennai.
Rail Coach Factory, Kapurthala.
Diesel Locomotive Works, Varanasi.
Diesel Loco Modernization Works, Patiala.
Chief Administrative Officer, COFMOW, New Delhi.
Sr. ED(MP)/ED(Carriage)/ED(Wagon), RDSO, Lucknow.
CME/Workshop Project, /Hajipur.
CAO/RCF/Rai Bareilly.
ED /CAMTECH, Gwalior
Sr. Professor, Mech./RSC/Vadodara
Chief Administrative Officer, IROF, New Delhi,
CME/KRCL/Navi Mumbai.
Director/IRMEE, Jamalpur.**

Sub: Minutes of CMEs' Conference held on 2nd and 3rd August 2014 at Chandigarh in Northern Railway.

Minutes of CMEs' Conference held on 2nd and 3rd August 2014 at Chandigarh in Northern Railway has been prepared. Minutes for the same are available at Indian Railways' website.

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Railway Board Directorate
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Mechanical Engineering
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Circulars
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Mechanical (Traction)

The same may be downloaded for information and necessary action please.


**(Alok Kumar Misra)
DME (Tr.)
Railway Board**

Copy to: PS/MM: for kind information.
AM(ME), AM(PU), Adv. ME (Project) : for kind information please.
EDME(Fr), EDME(Chg.), EDME(Dev.), EDME(W), EDME(Project): for information and necessary action please.

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Minutes of CMEs' Conference held on 2nd & 3rd August, 2014
at Chandigarh.

1. Address by MM:

- 1.1 Railways is undergoing a severe resource crunch. No new projects were sanctioned this year. We made lot of efforts to ensure lesser cuts in rolling stock, PH-41 & PH-42. This year Rs. 40 Crore additional allocation is made for last mile projects of coaching and Rs 40 Crore for Bio-toilets. Similarly, funds under different demands related to cleaning activities and linen management have also been enhanced substantially.
- 1.2 Fitment of Bio-toilets by workshops has not been upto the expectation and an immediate improvement is required. Bio-toilets are fitted in only 123 coaches during MLR and 20 coaches during POH by workshops. We have to fit Bio-toilets in 32000 coaches in next 8 years. In order to meet this target, we must aim for converting 5000 coaches per year. At the present rate, the target is not achievable.
- 1.3 There is a strong emphasis on public interface areas like cleanliness on trains. OBHS has to be introduced on 150 additional trains and CTS on a dozen more stations, besides 9 stations where the contracts have failed/expired and have to be entered into again. Contract management for various coach cleaning activities needs to be strengthened.
- 1.4 Laundries set up by Railways so far fulfil only 30% of our present requirement. Railways to identify more locations for setting up laundries as these have made considerable impact in improving quality of washed linen. Setting up of laundries under plan head 53 has to be pursued with GMs on a regular basis. Some GMs have been very proactive in setting up laundries expeditiously.
- 1.5 Another area of concern is fire protection in coaches. We have been working on emergency escapes, fire retardant materials, but the progress is not satisfactory. Fire protection systems would consist of fire alarms and fire suppression systems (for pantry cars and power cars). Trials are going on for automatic fire and smoke detection system capable of initiating automatic application of brakes in case of fire. Three rakes fitted with fire and smoke detection system are under trial. Their performance should be monitored by Railways. Eighteen rakes are planned further in RCF. CR, ECR, ECoR and WR must introduce rakes allotted to them in the current year itself, as this is an assurance of fitment on 500 coaches made to Parliament.
- 1.6 Trials are essential for design and development to proceed and have to be taken seriously. Both the units- the one ordering the trial and the one conducting the trial must be fully involved. Letter from the ordering agency to the top official (CME) of the Railway conducting the trial should go along with the trial scheme and the name of coordinator alongwith contact number laying down what data is to be submitted, at what frequency and the duration of the trial. There should be no open-ended trials.

- 1.7 Projects are being closely monitored. Three projects Budge Budge, Haldia and Chhapra are being monitored by the Hon'ble Prime Minister himself. One of these is likely to be inaugurated by him. Projects have to be delivered quickly. If we invest on Rolling Stock, we get immediate returns on procurement of rolling stock, but in works returns are available only after completion of the project. Time overrun and cost overrun is directly related. If there is a time overrun, there has to be a cost overrun. We need to prioritise all last mile works and allocate resources to complete such projects.
- 1.8 Presently, the environment and the government is receptive to change. This opportunity must be used to streamline processes like multiple finance concurrence. I am willing to delegate all purchase powers to Zonal Railways except for powers to purchase complete rolling stock.
- 1.9 CMEs have three important roles:
 - a. Manager and strategist- in this role, systems have to be created keeping in mind the objectives. If systems are unable to achieve the objective, they have to be modified. Many a times the objective is lost sight of.
 - b. Leader- in this role, the team has to be motivated and example has to be set for others to follow.
 - c. Highest technical level in the field of mechanical engineering- in this role, technical problems and failures have to be constantly investigated and solutions implemented.
- 1.10 Jerks in coaches is an area of concern for which RDSO has to come up with a concrete action plan. Zonal Railways should provide timely feedback to RDSO for devising a concrete action plan. Various solutions have been proposed with respect to-design and energy absorption. Pure rakes having same make, design and energy absorption capacity must be formed for performance evaluation. All failures of headstock/sole bar must be analyzed in depth. Detailed technical report on 3 recent cases of headstock detachment must be sent to Board.
- 1.11 CMEs should monitor wagon ineffective (unaccounted wagons are being shown as ineffective) and punctuality loss on mechanical account, specially brake binding. The position should be regularly reconciled with FOIS and delogging got done whenever necessary.
- 1.12 Roller bearing failures must be reduced. Corrective and preventive action on deficiencies noted during audit inspection of roller bearing section of workshops and production units should be taken on priority.
- 1.13 There is shortfall of POH capacity of AC coaches and wagons. Railway should gear up to increase the same.
- 1.14 Communication with counterpart departments like operating and other units like RDSO and Production Units must be improved
- 1.15 I congratulate all Railways for achieving highest ever POH of wagons.

- 1.16 Transfer orders of officers are not promptly complied by Railways. This is not acceptable. Railways must immediately implement orders issued by Railway Board.
- 1.17 IRCMS, an online cadre management program for the Mechanical Department has been developed. This is the first time such a program has been developed on Indian Railways and must be updated and used
- 1.18 Temporary posts under operation for more than three years- Board memorandum to be moved for converting them to revenue.
- 1.19 Institute for Mechanical and Stores officers is to be setup at Lucknow. NER should complete all formalities and submit detailed action plan to Railway Board by 15.09.2014.
- 1.20 Energy saving innovations of RBL to be considered by other units:
 - Panelling with PU foam (results in 3-4° C temperature difference)
 - Turbo and ridge ventilation
 - Piped sunlight in the interiors
 - Computer software program to control lighting intensity
 - Solar energy power generation

2. Address of Advisor/RS

- 2.1 Disposal of scrap is a priority and is being monitored at the level of CRB and Hon'ble MR. Areas near stations, tracks, inside workshops need to be cleared.
- 2.2 E- tendering has to be taken forward by issue of PO and tracking of PO online. Module for tracking purchase orders is ready. Digital signature is to be used by all CMEs to help in implementation for online technical comments.
- 2.3 Digitisation of drawings and specifications is required. MM has written a letter to all PUs. Confirmation has been received only from RCF.
- 2.4 Procurement of 190 BIM items by DLW has now stabilised. However, in most sheds, the number of stock items are not many and still a lot of non-stock procurement is going on. Non-stock procurement is unsystematic and vulnerable to vigilance cases. All regularly required items should be stocked. Estimation of quantity should be done carefully.
- 2.5 Disposal of inactive, surplus and overstock items should be looked into by CMEs.

3. Address of AM/ME

- 3.1 Change in Government at the Centre, followed by Railway budget has brought in fresh initiatives and perspectives on dealing with issues.
- 3.2 There is close monitoring even at the level of Hon'ble Prime Minister.
- 3.3 OBHS on 150 additional trains, CTS and laundries at 7 new stations each have been planned by Railways. These targets must be met as they are being monitored by Hon'ble MR.
- 3.4 Pilot scheme of IVRS feedback from passengers is implemented. Response to complaints should be quick to improve passenger satisfaction.
- 3.5 System for evaluating effectiveness of pests and rodent control treatment must be devised by front-line supervisors and managers.
- 3.6 Budget for all passenger interface initiatives has been propped up. There must be a commensurate improvement in quality in the field.
- 3.7 There should be no delays in finalisation of tenders. Dealing officers must be held accountable for delays and discharge. Due diligence must be done before floating tenders.
- 3.8 RCF, Kapurthala should finalise orders for fire protection alarm system on coaches quickly and Zonal Railways should retrofit systems as allotted.
- 3.9 Bio toilets is an important area and has to be proliferated. PUs should fit 100% and workshops should retrofit. It is a significant initiative of Mechanical Engineering Department and must be made to succeed.
- 3.10 Fuel expenses are a major part of operating expenses and must be monitored by CMEs periodically.
- 3.11 DLW should take action for quickly finalising orders for distributed power system and fuel cell based locomotive. WDG5 locomotive production should be taken forward.
- 3.12 Lumding-Silchar gauge conversion is due to be commissioned. Smooth transition must be ensured.
- 3.13 Disaster Management Institute tender should be finalised by SWR without further delay.
- 3.14 Proactive action is needed to address arising of unloadable BOXN. Railways cannot remain mute spectators.

Discussion on Agenda Items

4. TRACTION ITEMS

S.No.	Points	Action by
4.1	Punctuality is to be given top priority. In first quarter of this year, punctuality performance of Railways has been worse than last year's average. The list of bad performing diesel sheds was circulated to Railways. Immediate action is to be taken to improve - clearly earmarking areas of concern and steps taken to mitigate the issues.	CMEs (O/L)
4.2	Material for HHP locos:	
4.3	In BIM held at DLW on 6 th & 7 th Sep 2013, a committee consisting of 3 Sr DMEs- GY, UBL and BGKT was nominated, to prepare a minimum standard list of items to be stocked at HHP Sheds. It recommended that minimum 926 items must be stocked for HHP locos. List has been approved and circulated by Board. Railways to take immediate action for stocking of items as per approved list.	CMEs (O/L) Target: 15/11/14
4.4	CME/DLW confirmed that as instructed by Railway Board, initial spares for new HHP sheds will be supplied this year. For tooling items DLW has not initiated any action. DLW was asked to supply at least shop manufactured tooling items to Railways.	CME/ DLW Target: 31/01/15
4.5	Immediate action by DLW is required on procuring equipment and turning out locomotives with Distributed Power System and Fuel Cell loco. Target date for DPS is 31.03.2015 and Fuel Cell loco is 31.12.2015.	CME/ DLW
4.6	All Railways to initiate bio diesel procurement by placing indent on Oil Marketing Companies (OMC) within next 1 month.	CMEs (O/L)
4.7	Watch to be kept on implementation of links on coaching trains, to avoid mis-linking and deployment of goods locomotives on coaching trains. If a foreign Railway loco is utilized in their coaching link by a Railway, intimation is to be given to owing Railway and Railway Board Control.	
4.8	Hotel load locomotive: RDSO informed that design of 1000 KVA hotel load inverter is taking time as there are issues like axle load going up beyond limits, space and reduced traction power, but present hotel load inverter can be upgraded from 500 KVA to 590 KVA keeping axle load within permissible limits. This should be implemented by DLW in next procurement cycle. RDSO to corroborate figures of fuel savings on hotel load locomotive presented by Siemens. Target 3 months.	EDMP/RDSO CME/ DLW
4.9	All overaged BG diesel locomotives to be critically reviewed and a plan for condemnation in the next 2-3 months to be submitted to Board.	CMEs (O/L) Target: 31/08/14

4.10	JMP workshop will complete manufacture of 2 cranes in 2014-15 and supply to ECoR as replacement of 120 T cranes, and manufacture balance 2 cranes in 2015-16.	CME/ ER
4.11	Parel workshop, CR will complete MLR of 4 cranes in the current financial year 2014-15. All the overdue shall be liquidated in 2015-16.	CME/ CR
4.12	Siemens gave a presentation on Hotel Load System on diesel locomotives.	
4.13	EMD gave a presentation on new technologies on diesel locomotives and UTEX scheme for repair of power assemblies.	

5. COACHING ITEMS

S.No.	Points	Action by-timeline
5.1	All overaged PCVs and non-departmental OCVs running in regular passenger services should be condemned.	CMEs (O/L)- Immediate
5.2	Clear definition of Rolling-in examination should be reiterated by RDSO.	ED/Carr/ RDSO- 31.08.2014
5.3	Railways to make full rakes with a particular design of CB coupler and start monitoring their riding behaviour with respect to longitudinal jerks.	All CMEs 31.08.2014
5.4	Compliance to RPC-IV guidelines should be ensured without deviation. System of joint certification both at originating and terminating stations should be enforced.	All CMEs (O/L)- Immediate
5.5	RDSO should quickly finalise all ongoing trials conclusively as per duration of the respective trial schemes.	ED/Carr/ RDSO
5.6	Trials should be done with properly laid down trial scheme and clear responsibility on officers for monitoring and reporting.	ED/Carr/ RDSO
5.7	Instructions on watering laying down criterion for time required for water filling at enroute watering station and minimum distance between two consecutive watering stations should be reiterated.	EDME/Chg 15.08.2014
5.8	LHB wheel drawings with higher web thickness should be issued by RDSO.	ED/Carr/ RDSO 31.08.2014
5.9	Work on RSP allotments such as Automatic Fire and Smoke Detection system on 18 rakes to RCF/KXH and 10 rakes to Zonal Railways (WR-4, ER-4, ECR-1, ECoR-1), provision of improved design couplers to WR and NR and current year's allotment should be completed in the current financial year without fail.	All CMEs 28.02.2015
5.10	Immediate action should be taken on the deficiencies noted in the audit of roller-bearing section by RDSO at RCF, ICF and Zonal Railways and compliance communicated.	All CMEs 20.08.2014

S.No.	Points	Action by-timeline
5.11	To curb brake binding cases in passenger trains leading to punctuality loss, RDSO and Railways should take corrective and preventive action.	ED/Carr/RDSO All CMEs Immediate
5.12	Existing OBHS scheme should be reviewed and advised to Railways. Instructions for Territory based OBHS, to be done on experimental basis, to be issued.	EDME/Chg 31.08.2014
5.13	Railways to implement planned OBHS work on the identified trains in the current year. A total of 150 trains have been targeted in the year 2014-15.	All CMEs (O/L) 31.03.2015
5.14	Coaching depots and coaches not covered under comprehensive pest & rodent control treatment as per Board's guidelines should immediately be covered. Management of the contract has to be strengthened.	All CMEs (O/L) 30.12.2014
5.15	Mechanised laundries planned for setting up in the current financial year should be expedited. Special efforts to be put in by NR, ECoR, NCR, SR and ER to clear the backlog as they have not been set up even a single laundry last year.	All CMEs (O/L) 15.03.2015
5.16	Discontinued 7 CTS (BPQ, ASN, JHS, MB, JT, ET, RTM) may be re-commissioned by railways and new CTS (MLDT, RGDA, R, LJNI, RU, SC, NGP) nominated by Board should also be commissioned in current financial year.	All CMEs (O/L) 15.02.2015
5.17	For Automatic Coach washing plant, KRCL may also come out with a proposal for setting up the plant under BOOT model.	CME/KRCL 31.08.2014
5.18	RCF to review design of Body side entrance door for LHB Non AC coaches to provide adequate ventilation in the doorway and gangway area.	CME/RCF- 31.08.2014
5.19	ICF has provided SS panels in the toilet and in the compartment area below window level on trial. Railways to give feedback regarding its field performance especially in regard to staining, drumming on run and comfort to passengers.	CME/ICF All CMEs (O/L) 30.10.2014
5.20	There should not be any delay in finalization/renewal of tenders for cleanliness and hygiene schemes.	All CMEs(O/L) Immediate
5.21	Adequate funds have been provided for cleanliness and hygiene works in the current year. These should be utilized through expeditious execution of works.	ALL CMEs (O/L)

6. FREIGHT ITEMS

S.No.	Points	Action by
6.1	CMEs ECoR and ECR informed that non-availability of LSDs in BOBRN wagons was apparently not affecting the working of these wagons. RDSO should study whether the LSDs in BOBRN wagons can be dispensed with or whether we may exempt railways from fitting LSDs for a suitable trial period.	EDS(W)/ RDSO Target: 30/9/14
6.2	CME/ECR informed that a large number of BOBRN wagons were running overdue for POH in ECR and workshops were reluctant to accept BOBRN wagons. CME/SCR informed that it was difficult to increase the BOBRN outturn since most of the BOBRN wagons are being received in workshop with LSD not available. The workshops nominated for carrying out POH of BOBRN wagons (Jamalpur, Khagarpur, Rayanapadu, Raipur, Jhansi and Perambur) should achieve their monthly targets.	CMEs/ER, SCR, SER, SECR, NCR & SR
6.3	CME/CR informed that in BCNHL wagons huck bolts were failing in the centre pivot location. RDSO should find a suitable solution.	EDS(W) / RDSO Target: 30/9/14
6.4	CME/NCR informed that since BRN wagons were sagging within 6-8 years of service, they had sent a proposal to de-rate these wagons. RDSO to examine.	EDS(W)/ RDSO Target: 30/09/14
6.5	CME/NR suggested that codal life should be fixed for life of the CTRB. To study this matter, Railway Board has already earlier nominated a Committee of CRSEs/CWMs/RDSO with CRSE/ER as convenor. The report of this Committee should be finalized.	CRSE/ER EDS(W)/ RDSO Target: 31/10/14
6.6	CME/ECR suggested that the BOXNHL door requires to be re-designed. RDSO to examine.	EDS(W)/ RDSO Target: 30/11/14
6.7	CME/WCR suggested that for BOXNHL wagons in Open Line a repair procedure should be evolved for fitting patches using huck bolts. RDSO to examine.	EDS(W)/ RDSO Target: 31/10/14
6.8	CME/NWR mentioned that for Ajmer Workshop they required feed of more damaged wagons for rehabilitation.	EDME(Frt.)
6.9	CME/SWR informed that there was an accumulation of POH and ROH wagons in SWR which required nomination of workshop and ROH depot of other railways	EDME(Frt.)
6.10	CME/WR informed that heavy damages were being observed in wagons received from NWR. The concerned sidings should be penalized.	CME/NWR CME/WR

S.No.	Points	Action by
6.11	The ROH outturn in 2013-14 was 8.4% higher than 2012-13. In the current year the ROH outturn (upto June, 2014) is 4% higher than last year.	All CMEs
6.12	For increasing ROH capacity, ROH depots at Gonda(NER) and Phulera (NWR) need to be developed quickly.	CME/NER CME/NWR
6.13	The Action Plan issued by Railway Board on 8/10/12 to reduce wagon damages should be implemented. JPOs for recovery of damages should be issued by all Railways.	All CMEs
6.14	To reduce wagon damages, improvement in infrastructure in sidings, including provision of rail fencing, high platform, high drivers cabin, conveyors and wagon loaders and tipplers, should be implemented.	All CMEs
6.15	The works sanctioned for 'C' category wagon repairs in MGS and NKJ should be expedited.	CMEs, ECR & WCR
6.16	Work for unloadable repair facility in Vishakapatnam is very important and requires to be sanctioned.	Adv.(ME)/ Proj.
6.17	Wherever there is an accumulation of "C" category wagons in open line and where adequate staff is not available, Railways may use the report of SCR on NPOH repairs for outsourcing 'C' category wagon repairs.	All CMEs
6.18	MGS, Bhillai & NKJ (for BOXNHL) and WR (for BCNHL) should make all their CC rakes twin pipe.	CMEs/ECR, SECR, WR, WCR
6.19	The current sanction of Rs.10,000/- per wagon for twin pipe conversion under RSP requires to be suitably enhanced.	DME/P-I
6.20	All wagon workshops should carry out twin pipe conversion and BCNHL wagon door modification, wherever required, for BOXNHL and BCNHL wagons received for POH.	All CMEs
6.21	RDSO is putting up their analysis of hot axles on their railnet website every month (they will also start putting up the analysis of train partings on shortly). These analysis should be reviewed at HQs level once a month so that performance of workshops can be improved.	All CMEs
6.22	All instructions on reducing hot axles and train partings as well as innovations done in railways are available on the website at indianrailways.gov.in /railway board/ directorates/ mechanical engg./ circulars/ freight.	All CMEs
6.23	Traffic Dte. of Railway Board has issued instructions on 24/7/14 for eliminating overdue running of CC/Premium rakes. FOIS reports give daily position of overdue CC/ premium rakes running on any railway as well as CC / premium rakes loaded beyond 30/12 days. These reports should be regularly watched and overdue running of CC and premium rakes should be taken up suitably at Zonal level as per this Boards' letter.	All CMEs

S.No.	Points	Action by
6.24	EDS(W)/RDSO gave a Presentation on "New Designs of Freight Stock" which included new designs of RDSO for Autocar wagon, steel coil wagon, parcel van, wagon for bulk commodities, brakevan on Casnub bogie, 25t wagon, wagon for wide steel plates & salt wagon.	All CMEs, EDS(W)/ RDSO

7. WORKSHOP ITEMS

S.No	Points	Action by
7.1	Tenders are taking long time to finalize and they often results in retendering. This needs to be looked into.	All CMEs
7.2	Fitment of Bio-toilets during MLR and POH must be stepped up.	All CMEs
7.3	CMEs must highlight achievements and any major constraint for perusal of Board. Ideas and Innovations must be shared. There should not be any lack of awareness and communication gap.	All CMEs
7.4	Technology must be utilized for reducing manpower. Absorbing technology must be focus area of Mechanical Dept. and IRIMEE. Ideas and innovations should be shared amongst the Railways. IRIMEE should compile & disseminate.	All CMEs & Dir/IRIMEE
7.5	Posting of Engineering officers in workshops and separation of budget under demand 4-431 as per the JPO should be ensured.	All CMEs Target: 31/10/14
7.6	All the workshops and PUs must attain IMS certification by 31.12.14	All CMEs
7.7	CMEs must promote annual inspection of workshops on the pattern of open line by the General Managers.	All CMEs Target: 31/12/14
7.8	Zonal Railways should plan for augmenting the AC coach POH capacities by 10-15% in coaching workshops to take care of the increasing arising. Similarly for augmenting the capacity of LHB coach POH, sanctioning of detailed estimates and further action must be expedited.	All CMEs
7.9	CME/NCR mentioned that a no. of BRN wagons are stabled due to sagging and buffer height issues. RDSO to advise further course of action. Shortage of steel plates and channels is affecting the wagon POH in workshop.	ED/RDSO Target: 31/10/14
7.10	For insurance claims related to imported M&P, the consignee Railways must ensure timely lodging of the claim along with required documents as listed in marine insurance contract issued by Rly Board. (Copy shown in presentation during CME's Conference) COFMOW and consignee Railways must also follow up with the insurance company for issue of cover note as soon as the	AM(RS) All CMEs & PUs CAO/

S.No	Points	Action by
	machine is dispatched from the foreign port. Cover note should be available with COFMOW/Consignee within a day of dispatch of the machine.	COFMOW
7.11	CME/NER requested for BG wagon POH load in IZN workshop. MM mentioned that in case they plan for an outturn of atleast 01 rake per month, then they should approach Board with a proposal. Since there is no facilities to undertake IOH of MG locos in ECR, IZN workshop should take 06 MG locos of ECR for IOH.	CME/NER
7.12	CME/SECR mentioned that they have reduced the allowed time in wagon POH by 3% in consultation with their staff unions. MM mentioned that other Zonal Railways must also emulate this.	All CMEs
7.13	Dir/IRIMEE mentioned that CMEs should nominate officers for specialized courses started by them viz. (i) Tenders and Contracts (ii) Legal matter(iii) Lead assessors course for ISO.	All CMEs & PUs
7.14	CME/RWF requested for sanction of material modification from 7 Crs to 21 Crs in a case concerning fume extraction system.	EDME(W)
7.15	On hot axle in wagons, Raipur and RYPS are best performers and other wagon shops should mark their best practices against them. Similarly the wagons turned out from JUDW and KTT are having least train parting instances and their practices should be emulated by others.	All CMEs & PUs

8. PU ITEMS

S.No	Points	Action by
RCF		
8.1	The outturn of coaches from RCF is much below target. Shortfall is to be made up in the current year.	CME/ RCF
8.2	A new LHB rake with additional/upgraded features fit to run at 160 kmph to be rolled out.	CME/ RCF Target: 30/09/14
8.3	One LHB rake fit to run at 200kmph to be turned out in next 4 months.	CME/ RCF Target: 30/11/14
8.4	Target date for prototype LHB rake with automatic door closing mechanism that is to be turned out this year to be communicated to Board.	CME/ RCF Target: 30/11/14
8.5	Action plan/schedule for 200 LHB shells and bogies to be manufactured for RCF, RBL to be communicated to Board.	CME/ RBL Target: 14/08/14
8.6	CME/RCF requested all Zonal Railways to send vetted indents for LHB spares for 2015-16 and 2016-17, at the earliest. Target date for submission of indents.	Target: 30/08/14
8.7	The capacity of Railway Spring Karkhana, Sithauli for manufacturing LHB springs to be assessed before Zonal Railways finalise the quantity of springs in their indents submitted	EDME/W

S.No	Points	Action by
	to RCF/Kapurthala.	
8.8	Concern was expressed over the kneejerk reaction by RCF in dropping Northern Railway's pending LHB coach indents for the current year. RCF & NR sort out this issue mutually, so that this switchover of procurement process from RCF to NR is smooth.	CME/ RCF
8.9	The tender for remaining sanctioned quantity of fire protection alarm system to be finalised at the earliest.	CME/ RCF
ICF		
8.10	Series production of MRVC MUTP II EMU rakes to commence from November'14 onwards.	CME/ ICF
8.11	Target date for first air-conditioned EMU rake that is to be rolled out this year to be communicated to Board..	CME/ ICF
8.12	Target date for partly air-conditioned DEMU rakes to be turned out this year to be communicated to Board.. A fully air-conditioned DEMU rake to be turned out in 2015-16.	CME/ ICF
8.13	Target date for prototype EMU rake with automatic door closing mechanism to be turned out this year to be communicated to Board.	CME/ ICF
8.14	Regular supply of DEMU shells to be ensured for Haldia.	CME/ ICF
8.15	CNG fuelled DEMU rake to be turned out.	CME/ ICF Target: 16/08/14
8.16	4 spare DPCs for NR to be supplied in August 14, as committed by CME/ICF	CME/ ICF Target: 16/08/14
DLW		
8.17	Approval from Board was sought for integrating the paint booth procured under Plan Head - 41 with the capacity expansion work being carried out by RVNL.	CME/ DLW
8.18	WDG5 loco series manufacture to be done in current year.	CME/ DLW
8.19	Expedite manufacture of distributed power and fuel cell based locomotives.	CME/ DLW
DMW		
8.20	CME/DMW requested for Board's approval for posts in the gazetted cadre for the Design office.	CME/ DMW EDME/ PU
8.21	Manufacture of new ALCO Locomotives for Railways to be stopped from 2015-16 onwards. However, production of new ALCO locos for Export & NRCs to continue	CME/ DMW EDME/ PU
RWF		
8.22	The axle machining capacity available at RWF should be fully utilised. The issue of obtaining axle forgings / rough cut axles from MSF / imports to be settled at the earliest.	CME/ RWF
Other issues		
8.23	Production Programme for loco production and wheel production to be issued at the earliest.	All CMEs EDME/ PU
8.24	The decision of Board Meeting regarding action to be taken in case of delay in finalisation of three year Production Programme	EDME/ PU

S.No	Points	Action by
	to be communicated to all CMEs of PUs.	
8.25	The issue of excise duty/CENVAT payable by PUs to be settled with Finance Dte. of Railway Board and necessary instructions issued to all PUs.	EDME/ PU
8.26	RBL should explore the possibilities of procuring LHB coach under frames, wall and roofs from trade.	CME/ RBL
8.27	RBL has to gear up to reach peak production capacity of 1000 coaches by 2016-17.	CME/ RBL
8.28	SER to ensure that eight DEMU rakes (64 coaches) are turned out from Haldia in the current year. SER to take immediate steps to procure electrics and transmissions for DEMU production in Haldia in 2015-16 and thereafter.	CME/ SER
8.29	RWP/ Bela, Chhapra to be ready for inauguration by end September 2014. All efforts to be made to achieve production target this year.	CAO/ Bela Target: September, 2014

9. PROJECT ITEMS (PH-42)

S.No.	Points	Action by
9.1	Completion of projects & commissioning of production at Budge Budge, Haldia, Chapra (Bela) are being monitored at the highest level. Following projects are slated for high level inauguration within the next three months: i) Rail Wheel Plant, Bela ii) LHB Coach Project, ICF iii) LHB Bogie Frame Manufacturing at Budge Budge	CAO/Bela, CME/ER, CAOWP/Patna , CME/ICF
9.2	Execution work on the following projects will have to be started during this year: i) Wagon POH Workshop at Badnera ii) Coach MLR Workshop at Kurnool iii) Bogie Frame Manufacturing Unit at Yadgir iv) Work for augmentation of capacity at DLW	CAOWP/Patna , CME/DLW, CME/SCR, Advisor ME (P)
9.3	Following works sanctioned during the current year should also be taken forward on priority: i) Augmentation of wagon POH capacity at Pratap Nagar, WR ii) Augmentation of Carriage POH capacity at Bhavnagar, WR iii) New training institute for IRSME & IRSS officers at Lucknow iv) New Coach Manufacturing Unit at Kolar.	CME/WR, CME/NER, Adv. ME/Proj. Target: Execution Agencies should be fixed by January, 2015

S.No.	Points	Action by
9.4	Land for the proposed Training Institute at Lucknow should be identified at the earliest so that work commences on priority.	CME/NER Target: Main work to start within this year. Compound wall work to be done by Nov,2014
9.5	Deliverables of the projects which are being completed, particularly those with fund allocation from capital should be the focus area for CMEs.	All CMEs
9.6	Funds have been allotted in the current Budget for various works based on the priority and 'last mile' status. With considerable efforts, Rs. 40 crore extra funds have been mobilized for works of coaching depots, on diversion from PH-16. A total of over 150 works are thus committed to be completed during this year for which funds allocation have been made, as sought by CMEs. Completion of all these works shall be ensured.	All CMEs
9.7	Shortfall in AC coach POH capacity should be assessed so that allocation of funds for the ongoing works for augmentation of POH capacity can be done depending upon the maximum returns that will be obtained.	All CMEs, Adv.ME Proj.) Target : End of August, 2014
9.8	The project for wagon POH capacity augmentation at Kota has not made progress due to less allocation of funds under DF. However, CME/WCR has committed increase of wagon POH outturn after this investment in DF also. In order to take forward this work allotted to RVNL, feasibility of mobilizing extra funds in DF during this year through re-appropriation should be examined subject to increase in outturn being confirmed.	Adv. ME (Proj.), CME/WCR Target : End of September, 2014
9.9	All out efforts should be made to propose additional maintenance facilities for coaches, wagons & locos as a part of new Line/ Gauge conversion/ Doubling projects. These should not be sanctioned through PH-42.	All CMEs Target : End of September, 2014
9.10	Wherever feasible, coaching depot works linked to yard alteration should be got sanctioned through PH-16.	All CMEs
9.11	Detailed estimate for Badnera workshop which is getting delayed should be expedited for sanction.	Adv.ME(P) Target : End of August, 2014
9.12	The case of creation of gazetted posts for Dankuni & Budge Budge Projects should be actively pursued at Board for early clearance.	Adv. ME (Proj.) Target : End of August, 2014

S.No.	Points	Action by
9.13	Revised Estimate for the work at Saharasa/ECR is pending at Board. Same should be followed up.	Adv.ME (Proj.) Target : End of September, 2014
9.14	New works proposed for following activities shall be followed up to get some of these sanctioned in supplementary WP: i) DEMU Shed at Merta Road, NWR ii) Works proposed for setting up maintenance facilities for HHP locos iii) Works proposed for setting up facilities for LHB coaches	EDME/Traction , EDME/Chg., Adv. ME (Proj.) Target : End of September, 2014
9.15	A list of innovations done during the construction of RCF/RBL project, particularly those linked with energy conservation, should be identified and circulated to all Zonal Railways/PUs.	CAO/RBL, All CMEs Target : End of August, 2014
9.16	In view of heavy throw forward in DF allocation, more works should be justified/proposed under Capital allocation in future.	All CMEs

10. DEVELOPMENT CELL

S.No.	Points	Action by
10.1	Production Units must turn out, without exception, all coaches fitted with Bio-Toilets instead of conventional toilets.	CME/RCF, CME/ICF
10.2	Drawings for fitment of Bio-Toilets on GS, SLR and SLRD coaches have been issued by RDSO for new manufacture as well as for retro-fitment. All Production Units and MLR workshops must ensure that even on these three types of coaches, Bio-Toilets are fitted compulsorily.	All CMEs, ED/Carr/RDSO Target- 31/12/14
10.3	Zonal Railways must club all the coaches fitted with Bio-Toilets into rake form. This will ensure targeted monitoring and maintenance of Bio-toilets. Action plan for conversion should be submitted to the Board by 20/08/2014. Timeline for getting the Bio-Toilet coaches converted into rake form should be submitted by each Railway.	All CMEs Target-20/8/14

