

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

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

New Delhi, dt. 01.06.2015

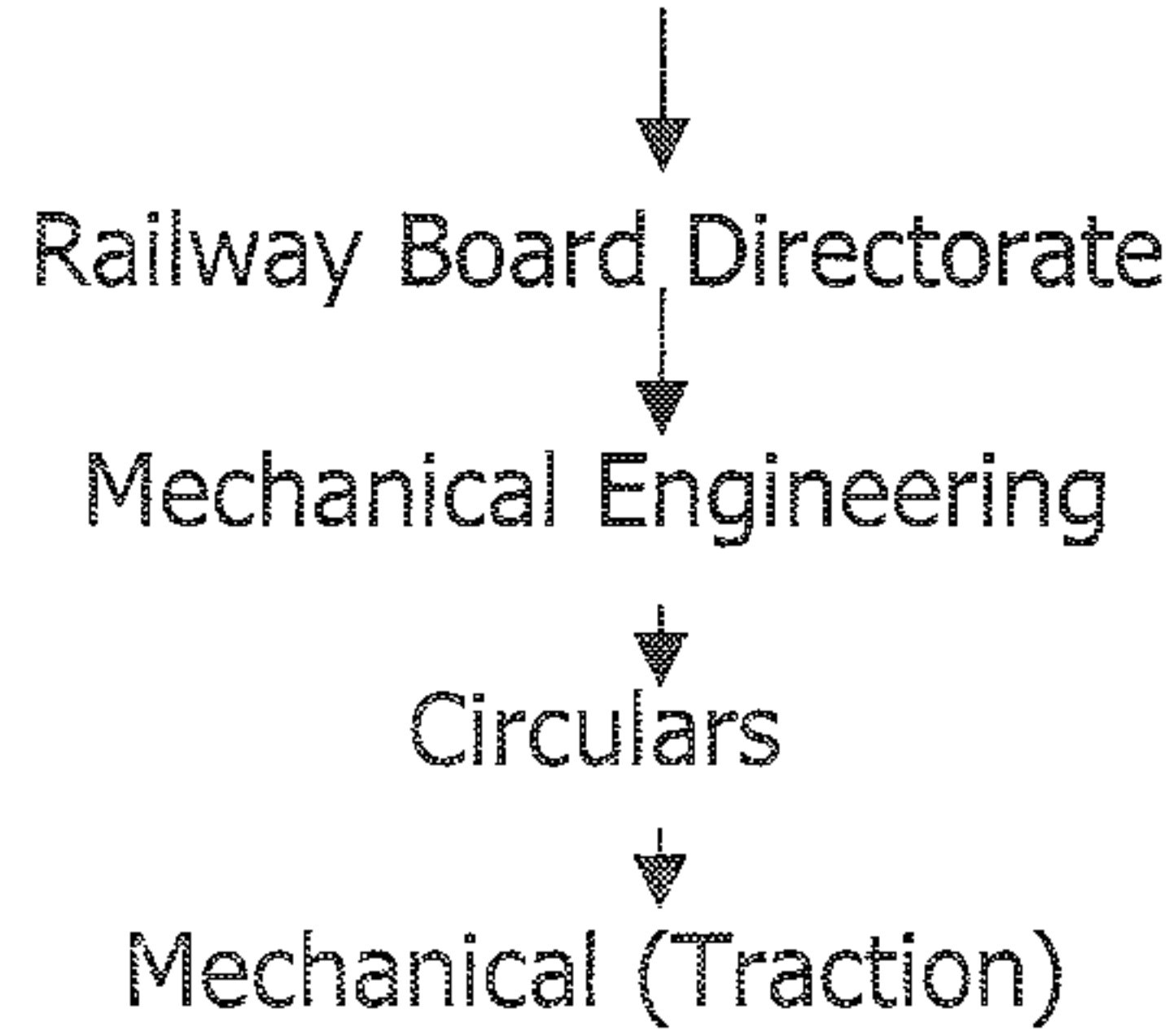
**Chief Mechanical Engineers,  
All Indian Railways.**

**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, Chhapra/Hajipur.  
CAO, IROAF, New Delhi,  
CAO/RCF/Rai Bareilly.**

**Sub: Minutes of CMEs' Conference held on 24<sup>th</sup> & 25<sup>th</sup> April, 2015 at Shimla in Northern Railway.**

Minutes of CMEs' Conference held on 24<sup>th</sup> & 25<sup>th</sup> April, 2015 at Shimla, NR has been prepared and approved by Board (MM). Minutes are available at Indian Railways' website.

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

  
(Alok Kumar Misra)  
Dir. Mech. Engg. (Tr.)  
Railway Board

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

**Minutes of CMEs' Conference held on 25<sup>th</sup>& 26<sup>th</sup> April at Shimla**

**1. Address by MM:**

<b>S.No.</b>	<b>Points</b>	<b>Action by</b>
1.1	There is an ambitious target for 92 million tonnes incremental freight loading over and above the achievements for 2014-15. The availability of wagons therefore needs to be improved. Heavy repairs of wagons in examination yard are not amenable to quality and should be avoided. Several works have been sanctioned earlier for increasing the POH capacities of workshops and new workshops have also been sanctioned. These works should be completed on priority and the internal targets for POH should be kept at about 10% over and above the targets for 2014-15. There will be no tolerance of shortfall with respect to targets of wagon POH.	All CMEs (O/L)
1.2	Twin pipe rakes with right powering would go a long way to generate section capacity. CMEs should give daily feedback to MM about twin pipe operation.	All CMEs (O/L)
1.3	The minutes of the meeting held by Member Mechanical in Railway Board, just after taking over as MM, have to be implemented. In that meeting clear targets and time frame was given. A feedback mechanism to monitor each of the items has to be made by all Zonal Railways.	All CMEs
1.4	To improve availability of wagons, prevention of damages is a must. A collaborative approach with the concerned sidings should be adopted. Teams should be sent to find out why the damages are taking place and how they can be avoided, and then talk to the siding owners/ operators.	All CMEs (O/L)
1.5	There have been about 700 roller bearings failures in freight stock and 60 in coaching stock during 2014-15, which is not at all acceptable. We have to aim for zero roller bearing failures. One of the causes of roller bearing failure is the damage caused during welding of the rolling stock, if proper earthing is not ensured. While most of the Railways have confirmed the availability of proper earthing arrangement, the actual implementation of proper welding practices at the field level need to be ensured by carrying out frequent checks and counseling the staff. Surprise checks by RDSO/Board shall also be carried out shortly to ensure compliance of the instructions.	All CMEs (O/L)
1.6	Production Units and Zonal Railways must ensure quality of new roller bearings as well as inspection of used bearings and other maintenance practices in the Workshops/Depots. CME/SCR also reported a large number of axle box cover crack cases which lead to water ingress and consequent failure of roller bearings. For this, audit of maintenance practices should be done in consultation with the neighboring Railways and RDSO and corrective action taken immediately where indicated.	All CMEs
1.7	Hon'ble MR has launched e-samiksha site for PMO monitored items. It may be examined that the same format can be used for monitoring the	All CMEs

S.No.	Points	Action by
	progress of items and projects of importance in Mechanical Engineering Department.	EDME/Proj
1.8	Trial of push-pull rake with hotel load locomotives on NWR has been very encouraging. It will not only release space by eliminating two power cars but will also help in reduction in travel time. RDSO should immediately finalize the trial report and submit to Board. Multiplexing/ demultiplexing device suitable for trainline signal for multi operation of locos should be developed.	All CMEs EDS(MP)/ RDSO EDME/Tr.
1.9	It may be checked whether the IV coupler used in coaches and locomotive for the control and communication and also the power supply are IP-65 compliant.	EDS(MP)/ RDSO EDS(Carr.) /RDSO
1.10	A new House-keeping Department has been created in Railway Board under Member Mechanical under the control of Adviser (Environment & House-Keeping Management) who is responsible not only for cleaning of trains but also 'A', 'B' & 'C' class stations. Railways should take expeditious action for making this Department functional and improve the cleanliness.	All CMEs (O/L)
1.11	Conversion of waste to energy has been announced in the Budget and needs to be followed vigorously. Four pilots must get going in this year.	All CMEs (O/L)
1.12	Mechanized laundries have to be commissioned as per the targets given by Railways.  Coaching depots should have the water recycling plants. Ten coaching depots have been identified for commissioning of Water Recycling Plant in the current financial year and their commissioning is to be ensured.	All CMEs (O/L)
1.13	OBHS scheme on identified trains should be implemented on priority. The quality of the performance of the OBHS should be improved by use of IT based tools, better monitoring and motivation.	All CMEs (O/L)
1.14	Central Railway has developed a good mobile app "Clean My Coach". All Railways should adopt and adapt it.	All CMEs (O/L)
1.15	If adequate maintenance spares for coaches are not available, letters from GMs to Board should be addressed.	All CMEs (O/L)
1.16	This year fitment of 17,000 bio-toilets has been targeted. Railways/ Production Units must take all the necessary steps for exceeding the target. Design for bio-digester for all coaches including LHB power cars, inspection carriages, Track recording car, tourist coaches and LS coaches should be finalized on priority. PU's to ensure that all type of coaches to be turned out with bio-toilets from June 2015 onwards positively.	All CMEs EDS(Carr.) /RDSO

<b>S.No.</b>	<b>Points</b>	<b>Action by</b>
1.17	The technical issues regarding the functioning of bio-toilets in open line need to be addressed. WCR and ER raised the issue of foul smell emanating from the bio-toilets. It has to be ensured that proper functioning of bio-digester (bacteria) continues. Suitable monitoring mechanism should be put in place.	All CMEs EDS(Carr.) /RDSO
1.18	Okha, Porbandar, Katra and Rameshwaram have been identified as green stations where all passing trains would be fitted with bio-toilets. CMEs must work out the requirement of coaches for such conversion and advise EDME/Chg./ Railway Board. Effort would be made to swap the available coaches in the Zonal Railways first. In the next stage Green Zone and Green Section would be attempted.	Concerned CMEs (O/L)
1.19	There has been a case of cold breakage of journal of BTPN wagon in Jhansi Division recently on account of old flaw. UST of the axle has been carried out few months back in WR and the results were satisfactory. RDSO should develop a system for saving screen shots of UST of vulnerable locations so that records of the tests carried out can be maintained.	ED(M&C)/ RDSO
1.20	Rly. Board's approval has been accorded to SER, ER and ECR to carry out 'C' class body repairs of BOXN, BCN & BOBRN wagons through the nearest Railway PSUs. This should be used to commission the stabled wagons on this account quickly. Others may also attempt repairs through outsourcing, duly ensuring proper welding practice.	All CMEs (O/L)
1.21	Oscillation trial of BOXN wagons with 25T axle load should be planned quickly by RDSO to increase the speed potential so that loading could be increased.	EDS(Wago n)/RDSO
1.22	Indian Railways wide roll out of LMS and FMM have been sanctioned. IT solutions for coaching and workshops have already been sanctioned. These should be pursued for early implementation.	All CMEs
1.23	In order to achieve right powering, Traffic has asked for increasing production of locomotives from DLW. CME/DLW gave a commitment for 350 locomotives in 2016-17 and 400 when the ongoing expansion work is over.	CME/DLW
1.24	All freight locomotives turned out by DLW from 2016-17 onwards should be fitted with DPCS. CME/ SECR projected an additional requirement of 30 sets of DPCS. CMEs/ECoR and NFR also requested for allotment of DPCS.	CME/DLW
1.25	Although, procurement of imported spares of Railways having less than 100 locomotives has been bulked at DLW for now, Railways should start making their own arrangements because very soon their population would cross 100 locomotives.	All CMEs (O/L)
1.26	GOC workshop has been entrusted the responsibility of repairing HHP power packs. The progress has so far been unsatisfactory, especially in terms of organising for procurement of spares and development of testing facilities.	CME/SR

<b>S.No.</b>	<b>Points</b>	<b>Action by</b>
1.27	DMW had to develop a centre for excellence in mechatronics which has not been done so far. This needs to be expedited.	CME/DMW
1.28	There is a need to switch over from the Chittaranjan type incentive scheme to GIS. This could be started by one workshop/production unit which would help other to follow suit. ICF could be the first such unit and should start the process.	All CMEs
1.29	Adequate attention and importance needs to be given to calibration and maintenance of electronic in-motion weighbridges.	All CMEs (O/L)
1.30	Human resources must be looked after. Proper protective equipments must be provided and their use ensured. If shortcuts are being adopted, there is need to go into the reasons for that and whether the laid down procedure is too complicated. Effort should be made to make the system foolproof, so that it should not be possible to adopt the wrong way.	All CMEs

## 2. Address of AM(PU) :

<b>S.No.</b>	<b>Points</b>	<b>Action by</b>
2.1	Longitudinal jerks on trains have to be eliminated/ minimized on war-footing. RDSO has developed composite criteria for objective measurement of the jerks. All designs should be evaluated as per this new criteria and decision for further proliferation and retrofitment of CBC to be taken.	All CMEs (O/L) EDS(Carr.) /RDSO
2.2	Railways have reported improved riding behaviour of trains fitted with shims between the coaches to reduce slack. All Railways should implement it by fitment of proper size of shims and advise to Railway Board and RDSO.	All CMEs (O/L) EDS(Carr.) /RDSO
2.3	To maintain quality in manufacture/ maintenance of rolling stock, it is necessary that the material being used meets the required standards. Consignee inspection is therefore very important and even for third party inspected material, random inspection should be carried out by the Workshops/ Production Units. A portal based performance monitoring system could be set up for this.	All CMEs
2.4	PU's and Workshops should develop independent feedback mechanism related to the quality of manufacture/maintenance of rolling stock so that corrective action can be taken, where required.	All CMEs
2.5	The issue of wheel shelling also needs to be addressed and trial with modified metal bonded rubber pivot pin for axle holding arm is to be done on priority by RCF and RDSO.	CME/RCF EDS(Carr.) /RDSO
2.6	There is a need to develop an alternative for imported wheels for LHB coaches. RWF has already developed a design for cast wheels and they need to work together with RDSO and Railway Board to finalise the same.	EDS(Carr.) /RDSO CME/RWF

2.7	Haldia should make its own procurement of electrics and shells instead of being dependent on ICF. CME/SER committed that a total of 8 rakes will be turned out this year, of which the last 2 rakes (1400 HP) will have complete electrics purchased by SER. Procurement of Shells from next year would be planned by SER and advised to Board and ICF.	CME/SER
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## Discussion on Agenda Items

### 3. TRACTION ITEMS

S.No.	Points	Action by
3.1	<b>Implementation of Hon'ble MR's Budget pronouncement items.</b>	
3.1.1	<p><b>Action plan for procurement and 5% blending of Bio Diesel with Diesel:</b></p> <ul style="list-style-type: none"> <li>i. Use of Bio-diesel is to be done at fast pace not only for getting financial benefits but also to address environmental concern. IR has already given commitment in Hon'ble MR's budget speech this year.</li> <li>ii. Railways must identify such RCDs where bio-diesel consumption would be 100 KL or more and process indent accordingly. To address blending of bio-diesel, as an interim measure, Railways may start pouring bio-diesel directly in diesel storage tanks &amp; use.</li> <li>iii. RDSO to study miscibility issue and give guidelines to Railways.</li> <li>iv. IROAF must ensure that bio-diesel plant at Tondiarpet is ready by July.</li> </ul>	All CMEs (O/L) CAO/IROAF Sr.ED/ED(CN G)/RDSO
3.1.2	<p><b>Process of getting accredited for environment management to loco-sheds.</b></p> <p>To spearhead accreditation for environment management to loco-sheds, Environment Directorate/ Railway Board will issue a letter to all zonal Railways for taking IMS, duly approved by Railway Board Finance.</p>	All CMEs (O/L) Adv(Env. &House keeping)
3.1.3	<p><b>Manufacturing of Dual fuel DEMU with CNG.</b></p> <p>Hon'ble MR has stated in budget speech 2015-16 to convert 100 DEMUs to dual fuel – CNG and diesel. ICF is predominantly manufacturing 1600 hp DEMU. IROAF must submit an action plan for developing CNG kit for 1600 hp DEMU in next 2 months and one prototype be made ready in next 1 year.</p>	CAO/IROAF CME/ICF

3.2	<p><b>1. Fitment and utilization of APU.</b></p> <p>i. APU is to be fitted in diesel locomotives for fuel saving. DMW was instructed that all locomotives fitted with APU must be provided with REMMLOT for its monitoring. For HHP locos, all new locomotives from 2016-17 onwards will be equipped with APUs.</p> <p>ii. As per available data, except in NWR, WCR, NER, SWR, APU utilization is less than 40% in all Railways. It must be ensured, to achieve a figure of 75% APU utilisation by 31st March 2016 by sensitizing diesel crew and giving them proper training. CMPEs/ CRSEs, responsible for crew, must be made accountable. Railways must take requisite steps to build confidence of Loco Pilots by proper counseling as they are generally reluctant to shut down the locomotives.</p> <p>iii. Universalization of APU &amp; its interface with AC – AC system, is to be done by RDSO.</p> <p>iv. Few Railways like SECR and WCR demanded RSP sanction for APU so as to fit it on diesel locos in their shed/ workshop. It was informed by EDME/Traction that an RSP sanction of 80 APUs was obtained last year (2014-15). The same was distributed and DMW/Patiala was entrusted to make bulk procurement and supply to the allottees. Full supplies have not yet been made. This should be expedited by DMW. In the current year also (2015-16), a sanction of 500 APUs has been obtained, which would be entrusted to DMW for bulk procurement and supply, as soon as the Budget is formally passed. DMW should make procurement and supply promptly and Zonal Railways should install the APUs as and when received, without delay.</p>	All CMEs (O/L) EDS(MP)/ RDSO CME/DMW CAO/DMW
3.3	<p><b>2. Procurement of HHP spares.</b></p> <p>i. Status of procurement and stocking of HHP spares is very slow on Railways. Immediate steps must be taken to improve the situation and regular review should be conducted at appropriate level.</p> <p>ii. Railways cited that procurement of spares for HHP Locos is getting delayed because of mainly two policies: (a) Financial limit for making an item as stock (b) For newly stocked items, first purchase is to be made as Non-Stock. Clarification regarding these policies will be issued by Railway Board.</p>	All CMEs (O/L)  EDME/Tr.

3.4	<p><b>3. Planning of DEMUs:</b></p> <p>i. SER confirmed that complete planning has been done to make Haldia factory self-reliant in manufacturing DEMUs. In this year itself, 2 rakes out of 8 will be turned out from Haldia having items (engine and electrics) purchased by SER.</p> <p>ii. MM instructed that proper facilities for maintenance of DEMUs must be planned by Railways. Existing DEMU sheds must be converted to mega sheds having holding of atleast 20-30 rakes for which clubbing of links may be done if required.</p>	CME/SER CME/ICF All CMEs (O/L)
3.5	<p><b>4. Capacity augmentation Works for homing HHP locomotives:</b></p> <p>i. Large number of works are pending, some of which are 8-9 years old. CMEs must review these sanctioned works and expedite their completion as sufficient funds have been allocated this year. Action plan by each Railway must be submitted to Board by 31<sup>st</sup> May, 2015. Works for which no information will be received from Zonal Railways will be put up to MM for dropping.</p> <p>ii. Discussion with Asian Development Bank (ADB) have been initiated to fund some of our projects on MRVC model. NFR must submit proposal for DEMU sheds on these lines.</p>	All CMEs (O/L)
3.6	<p><b>5. SPAD: Railway wise analysis &amp; action being taken.</b></p> <p>There is an increase of 11.8 % in SPAD cases in 2014-15 over 2013-14. NR, NER, SCR, SWR, WR and CR, having high incidences of SPAD, were advised for taking necessary action to reduce SPAD cases on Diesel Crew account. Action taken by Railways in this regard should be intimated to Board by 01.06.2015.</p>	All CMEs
3.7	<p><b>6. Important safety modifications issued by RDSO</b></p> <p>Railways must ensure to complete following modifications as per targets given against each item:</p> <p>(i) Relocation of horns to reduce sound level in the Loco cab by 31.07.2015.</p> <p>(ii) Provision of additional BP cut out cocks with vent, which facilitates application of brakes in the formation in case of any unauthorized and inadvertent cock operation. To be completed in all Passenger locomotives by June and in Goods locomotives by September end.</p> <p>(iii) Disabling VCD reset through VCD reset push button from the non-working control stand/desk to be completed by 31.07.2015.</p>	All CMEs (O/L)



3.8	<p><b>7. CRS's Sanction for WDG4D and WDG5 locomotives:</b></p> <p>CRS's sanction for WDG4D locomotives must be ensured by all Railways in next one month. Status of CRS's sanction for WDG5 locomotive must be intimated to Railway Board.</p>	All CMEs (O/L)
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#### 4. COACHING ITEMS

S.No.	Points	Action by
4.1	<p><u>Cleanliness and hygiene on trains:</u></p> <p>The nominated CTS stations should be commissioned within the current financial year.</p>	All CMEs (O/L)
4.2	<p>It was emphasized that adequate halt of trains (15-20 minutes) legislated at CTS station has to be ensured. Matter may be raised to General Manager and Railway Board if not solved at Railway level.</p>	All CMEs (O/L)
4.3	<p>It was also suggested by the group that the possibility of doing CTS in 10 minutes by having one team for one coach (presently one team is supposed to do two coaches) must be explored.</p>	All CMEs (O/L)
4.4	<p>Railways pointed out that the new system might increase the cost of CTS. Cleaning is essential and the price has to be paid either by increasing the stoppage time of the train or by incurring extra expenditure.</p>	All CMEs
4.5	<p><u>Setting up of mechanized laundries in the current financial year:</u></p> <p>30 remaining laundries have to be set up in the current financial year. The progress of laundries on BOOT model at SWR/Bangalore, Delhi, Puri and Bhubaneswar has been very sluggish. Railways should take urgent action for completing the mechanized laundries within this financial year.</p>	Concerned CMEs
4.6	<p>It was clarified that Railways are free to identify the locations for setting up the laundries based on their requirement of linen. As already advised, BOOT is a preferred model as investment by Railways will not be required.</p>	All CMEs (O/L)
4.7	<p><u>Watering:</u></p> <p>Railways must identify the locations where halts are less than the time stipulated by Railway Board for watering. The matter of inadequate halt should be brought to the knowledge of the General Manager and Board at the time of Timetabling Conference.</p>	All CMEs (O/L)
4.8	<p>Based on the inputs received from the Railways, Railway Board has taken up the issue vide its letter No. 96/M(M)/141/77 dated 23.01.2015. Railways should expedite the reply to Board's letter</p>	All CMEs (O/L)

S.No.	Points	Action by
	mentioned above through their Traffic counterparts so that provisions can be made in the Time table from July 1, 2015.	
4.9	At the watering stations, full watering of trains has to be ensured, as otherwise it leads to complaints/ ACP by passengers.	All CMEs (O/L)
4.10	Railways raised the issue of the notification of trains without consulting Mechanical Department regarding the facility for maintenance, watering etc. Board's instructions (with the approval of MM and MT) in this regard already exist that no proposal of the new train extension/ frequency etc. should be sent to Board without consultation with the Maintenance Department. Railways must ensure that these instructions are complied with and the trains without adequate facility including time for maintenance should not be permitted. Such cases should also be brought to the notice of Railway Board.	All CMEs (O/L)
4.11	<u>OBHS:</u> Territory based OBHS should be introduced on trial basis on NWR and NFR by the end of July 2015. On line passenger complaint system for OBHS covered trains should be implemented by end of May by all the Railways. Biometric Attendance system may also be implemented by the end of June 2015.	All CMEs (O/L)
4.12	Dustbins have to be provided on all the coaches as per the Budget announcement made by the Hon'ble MR. CR, on trial basis, may start collecting garbage from passengers through OBHS staff on a few trains atleast twice a day. The feedback from passengers and OBHS staff regarding its efficiency may be taken.	All CMEs (O/L)
4.13	<u>Enroute coach detachment and roller bearing failures:</u> Railways must audit each other's workshops and depots for proper maintenance procedures being followed, particularly in respect of roller bearing section and air brake section. RDSO should conduct audit of roller bearing manufacturers. This audit must be completed within 3 months time. RDSO will nominate Railways and issue a programme early.	EDS(Carr.)/ RDSO All CMEs (O/L)
4.14	RDSO must critically examine the performance of NBC make roller bearings and take necessary corrective actions.	EDS(Carr.)/ RDSO
4.15	<u>RSP:</u> Board has taken a very serious view about the slow progress of RSP works allotted to Railways. These works are developmental works and important for enhancing the image of Indian Railways. Railways must prepare a time frame for each of the RSP work allotted to them and that should be adhered.	All CMEs (O/L)

<b>S.No.</b>	<b>Points</b>	<b>Action by</b>
4.16	<u>New Coach Designs:</u> WCR may advise the status of dispatch of model rake. The rake has to be turned out even without ACCN.	CME/WCR
4.17	ICF may take up the manufacture of Anubhuti coaches under RSP sanction available for World Class coach interiors in 2006. RCF should expedite the manufacture LHB SLR with underslung DG set/ 200 kmph LHB rake by giving time lines.	CME/ICF CME/RCF
4.18	Many trains are planned to be augmented to 26 coach length. Facilities for watering and maintenance have to be created. The CBC rake which are to replace existing screw coupling rake for making the length 26 coach trains should be fitted with balanced draft gear only, otherwise complaints of jerks would occur on these trains too.	All CMEs (O/L)
4.19	Railways must utilize the RSP sanctions given to them for replacement of CBC with balanced draft gear CBCs and complete this work on priority as reduction in longitudinal jerks is a priority area.	All CMEs (O/L)
4.20	<u>Review of POH periodicity of coaches:</u> Railways may apprise the performance of coaches with 24 months periodicity under trial. CME/WR mentioned that so far there has not been any adverse performance report on coaches turned out with 24 months POH periodicity after passage of one year of service. RDSO must quickly compile the information from various Railways and send for recommendation.	EDS(Carr.)/ RDSO All CMEs (O/L)
4.21	During the presentation, it was raised that Railways are not indicating brands of coach cleaning chemicals in their tenders (M/s Chela Chemicals/ UK) despite being circulated by Railway Board. Railways should give equal opportunity to all the advised chemicals in their housekeeping contracts. (OBHS, CTS, MCC)	All CMEs (O/L)
4.22	Railways should make all efforts to curtail wastage of water during maintenance. The use of water guns for washing of the coaches may be explored. NR has already done some trials; other Railways may follow.	All CMEs (O/L)
4.23	<u>LED Destination Board:</u> RDSO to quickly finalize the issue.	EDS(Carr.)/ RDSO

## 5. FREIGHT ITEMS

S.No	Points	Action by
5.1	<p><b>A. Overdue running of rakes :</b>            It was informed that every day about 250 CC rakes and 250 Premium rakes run after the expiry of BPC on days or Km basis. Of these, about 370 CC / Premium rakes run after the prescribed No. of days.            SECR have reported that a Bhilai based CC rake was returned after 65 days and a large number of wagons had to be attended for wheel defects, EM pad, grease oozing, body defects, etc. The rake had been running on NWR and WR after expiry of its BPC.            WCR mentioned that they lose almost 40 CC rakes out of a holding of 240 rakes every month.</p> <p>CME/SECR stated that on their railway, the rake integrity gets disturbed after each tipping operation. The reason for the same need to be checked and corrective action taken.</p> <p><b>Decision:</b> The railways should exhibit discipline and return the rakes of other railways in their territory, when they become due for examination. After completion of 30 days, further loading of CC rakes should not be carried out for wrong direction and the 5 days grace period should be utilized to facilitate arrival of rake at nominated depot within the validity period of 35 days. Fresh BPC on end to end pattern should not be issued for CC rakes by other Railways, except if it is for going to base depot. The railway whose CC rake is running overdue should trace its location through FOIS and apprise the railway concerned.</p>	All CMEs (O/L)
5.2	<p><b>B. Twin pipe rakes :</b>            From the data submitted by Railways, it is seen that a large number of twin pipe BOXNHL wagons are still running in single pipe rakes in some of the railways such as SECR, ECoR, SER and WCR. Out of a maximum of 318 twin pipe BOXNHL rakes that can be formed with the available twin pipe wagons, only 173 twin pipe rakes have been formed by the Railways.</p> <p>In spite of twin pipe conversion being made an NTXR rejectable defect for BOXNHL, BCNHL and BVZI, wef 7.1.15. JMP, JHSW, RWS &amp; JUDW workshops have still not commenced twin pipe conversion on a 100% basis.            It was stated that sometimes due to the non-availability of twin pipe brake van, the rake runs on single pipe.</p> <p>Railways have requirement of BVZIs. A total of 232 BVZI wagons have been manufactured in 2014-15 and there is an outstanding order of 30 BVZI wagons as on 01.04.15. Similarly, there is an outstanding order of 152 BVCM wagons (i.e. guard van on Casnub bogie) as on 01.04.15. The outstanding should be cleared early.</p>	All CMEs (O/L) EDME/Freight

S.No	Points	Action by
	<p><b>Decisions :</b></p> <ul style="list-style-type: none"> <li>a. All workshops shall indicate the date from when they shall carry out twin pipe conversion of BOXNHL, BCNHL and BVZI wagons on a 100% basis.</li> <li>b. The segregation of available twin pipe wagons into twin pipe rakes should be completed by 31.05.15.</li> <li>c. Traffic Department of Railway Board and Zonal Railways shall be advised to ensure that the twin pipe rakes are not run as single pipe and their integrity is maintained.</li> <li>d. In case of non-availability of brake van, the rake should be run as twin pipe up to the last wagon ahead of the brake van.</li> </ul>	
5.3	<p><b>C. Maintenance of BOXNHL and BCNHL:</b> In view of the progressive induction of BOXNHL/ BCNHL rakes, Railways need to gear up for the maintenance of these wagons. The revised targets of CC holding have already been communicated to the railways.</p> <p>As per traffic requirement, the BCNHL CC rake holding needs to be increased at Khanalampura in NR. WR stated that NR has still not taken over 4 BCNHL rakes out of the 10 rakes that had to be transferred from WR to NR as decided during the CFTMs' conference in October'2014. NR stated that they want only post 2012 built BCNHL wagons.</p> <p><b>Decision:</b> The work of up-gradation of the infrastructural facilities required for increasing the holding need to be put on a fast track. NR may send representative to WR and select the BCNHL rakes from WR's existing holding for transfer. No selective shunting of wagons shall be allowed.</p>	All CMEs (O/L)
5.4	<p><b>D. Arising and Repairs of Unloadable wagons</b>  <i>Zonal Railways have been regularly reporting incidents of damage to wagons due to improper handling during loading/unloading operations by the siding owners and loaders / unloaders.</i></p> <p><i>An action plan to reduce wagon damages had been issued vide DTT(G) Railway Board's letter No. 2010/TT-IV/9/1 dated 08.10.2012.</i></p> <p>Of the 9 points identified for carrying out unloadable repairs in the open line in 2007, only Adra, Bhilai, Andal and Hubli have started in a regular way.</p> <p><b>Decision :</b>  Each Railway should carry out inspection of the sidings where damages are rampant and <i>the siding owners may be advised of the improvement in infrastructure and handling practices required in order to avoid damage to wagons. Deterrent action may be initiated in case of no improvement. Efforts should be made, though FOIS or other means, to trace the siding where the wagon was damaged in the first place.</i></p> <p>Other depots (i.e. MGS/ECR, NKJ/ WCR, GY/ SCR, JTJ/ SR &amp; VSKP/ ECoR) also need to create the required facilities and commence the work of unloadable repairs. The Railways shall communicate the target for</p>	All CMEs (O/L)

S.No	Points	Action by																								
	completion of the sanctioned works and commencement of unloadable repairs at these identified depots.																									
5.5	<p><b>E. Increase in POH capacity</b> While the overall POH target of workshops have been increased by about 5.9%, the workshops should increase by at least 10% of last year figure or as per the targets for 2015-16, whichever is more.</p>	All CMEs (O/L)																								
5.6	<p><b>F. Sagging of center sill of BRN wagons:</b> A large number of wagons have become sick on this account. <b>Decision:</b> RDSO shall finalize the repair procedure and review the loading diagram, if required by 31.05.2015.</p>	EDS(Wagon)/RDSO																								
5.7	<p><b>G. POH of BOBRN wagons:</b> A large number of BOBRN wagons have got accumulated in ECoR and ECR for POH due to inadequate outturn from some of the workshops. The target and outturn from the workshops is as given below :</p> <table border="1" data-bbox="305 674 1219 1083"> <thead> <tr> <th>S. No.</th> <th>Workshop</th> <th>Target (2014-15) per month</th> <th>Actual outturn (2014-15) per month</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>JMP</td> <td>60</td> <td>65</td> </tr> <tr> <td>2</td> <td>KGPW</td> <td>60</td> <td>58</td> </tr> <tr> <td>3</td> <td>RYPS</td> <td>60</td> <td>42</td> </tr> <tr> <td>4</td> <td>RWS</td> <td>60</td> <td>31</td> </tr> <tr> <td>5</td> <td>JHSW</td> <td>60</td> <td>11</td> </tr> </tbody> </table> <p>SCR reported that ECoR is sending BOBRN wagons for POH to RYPS with large scale deficiencies of components of door operating mechanism and LSD.</p> <p><b>Decision :</b></p> <ol style="list-style-type: none"> <li>JHSW, RWS &amp; RYPS workshops shall comply with the target of POH of BOBRN wagons.</li> <li>ECoR shall investigate the reason for sending BOBRN wagons for POH with large scale deficiencies.</li> <li>RDSO shall : <ol style="list-style-type: none"> <li>study the feasibility of modifying the design of LSD so that it comes into action only when brake is applied, so that there is less wear and tear.</li> <li>examine if a relief valve may be provided in the door operating cylinder so that the maximum pressure can be fixed at 6 Kg/cm<sup>2</sup> and door damage due to use of excess pressure by the sidings is avoided.</li> </ol> </li> </ol>	S. No.	Workshop	Target (2014-15) per month	Actual outturn (2014-15) per month	1	JMP	60	65	2	KGPW	60	58	3	RYPS	60	42	4	RWS	60	31	5	JHSW	60	11	Concerned CMEs (O/L) EDS(Wagon)/RDSO
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4	RWS	60	31																							
5	JHSW	60	11																							
5.8	<p><b>ISSUES RAISED BY RAILWAYS</b></p> <ol style="list-style-type: none"> <li>WR raised the issue of center sill cracking of BCNHL wagons. RDSO was asked to confirm that the drawing has been modified and fresh orders are being placed as per the modified design.</li> </ol>	All CMEs (O/L) EDS(Wagon)/RDSO																								

S.No	Points	Action by
	<p>2. WCR pointed out to the large scale failure of top plate of spring loaded side bearers of BOXNHAM wagons. RDSO may take appropriate action in this regard.</p> <p>3. NWR stated that they wanted feed of “C” category unloadable wagons for the workshops as they have developed facilities for the same. They were advised that this work has already been outsourced to Railway PSUs and that NWR should utilize the capacity available for increasing the POH outturn. CME/NWR confirmed that this would be done in six months after which the POH target of NWR should be suitably enhanced.</p> <p>4. SER advised that use of proper mechanized equipment should be part of siding agreement so that wagons are not damaged.</p> <p>5. WCR requested RDSO to reiterate instructions with regard to avoiding the resting of bags on the doors of BCNHL wagons since this may lead to door defects.</p> <p>6. SECR have welded the doors in few BOXNHL wagons. It was informed that Traffic Dte. of Railway Board have approved for a limited induction of door less design of open wagons.</p> <p>7. SWR stated that Finance have not agreed to outsourcing of welding and non-core repair work stating that “no policy guidelines exist for engaging of labour on daily wages basis in open line”. SWR and SECR requested for guidelines to be issued by Railway Board’s Finance Dte. in this regard. SCR stated that they have outsourced welding repairs along with provision of welding plants in the sidings. Proper supervision by the Railway staff needs to be ensured.</p>	EDME/Freight
5.9	<p>8. <b>RSP Sanctions :</b></p> <p>i. SECR requested for RSP sanction of twin pipe conversion (3500 wagons), BOXN rehab (1000 wagons) and BOXNR rehab (250 wagons)</p> <p>ii. SCR requested for RSP sanction of 600 wagons for BCNHL door modification.</p> <p>iii. SCR and SECR requested for processing for the rehab of BOBR wagons under RSP.</p> <p><b>Decision:</b> Board will examine and communicate the sanctions to the Railways.</p>	EDME/Freight

## 6. WORKSHOP and M&P ITEMS

S.No	Points	Action by
6.1	<p><b>Management of Environment Issues</b> - All Zonal Railways had been asked in 2012 to get all the Workshops certified for IMS. 9 workshops of Indian Railways still do not have any of the certifications (ISOs 9001 &amp; 14001 and OHSAS 18001), 8 workshops are still to achieve ISO 14001 and 14 workshops are yet to achieve OHSAS 18001. MM directed that IMS certification to be done for all the workshops in the current year itself.</p>	All CMEs
6.2	<p><b>Systems for addressing quality concerns - Wide</b> variations in cost of POH for all types of rolling stock were brought out during the meeting. Zonal Railways were asked to study the system of costing in their own workshop as well as in those workshops which have low POH cost and implement suitable measures for reducing the cost on their zones.</p> <p>Similarly the issue of wide variation in cycle time of POH of various types of rolling stock was also discussed. MM directed that as reduction in cycle time is an important step for improving the availability, Zonal Railways should take immediate steps for this.</p>	All CMEs (O/L)
6.3	<p><b>POH capacity planning</b> – The need for enhanced capacity of POH of wagons and coaches, especially AC coaches, was brought out in detail and anticipated arising of AC coaches for the year 2017-18 was projected during the meeting. For this, Zonal Railways were advised to plan and propose new works immediately so that these could be considered in the Supplementary Budget proposals this year. Zonal Railways should complete the already sanctioned works of capacity enhancement for which funds have been allocated in 2015-16. Similarly sanctioned works related to LHB coach POH also</p>	All CMEs (O/L) EDME/Project



S.No	Points	Action by
	need to be expedited. It was also decided during the meeting that in view of the high arisings, MLR capacity of Bhopal workshop needs to be increased to 1000 coaches, in a phased manner for which WCR will send a proposal.	
6.4	<b>PU painting of coaches</b> – The issue of water based PU paints was discussed. It was felt that these should be used instead of the chemical based PU paints along with anti-graffiti coating as a top layer, to maintain the gloss. MM desired that the specifications and procedures for use of water based paint should be finalised quickly. It was mentioned that 7 (seven) Zonal Railways are still to send their indents for PU paint booths which should be expedited.	All CMEs EDS(Carr.)/ RDSO
6.5	<b>Reconditioning of M&amp;P</b> – It was emphasized in the meeting that before proposing replacement of old M&P, the option of reconditioning should be explored and adopted as generally this would be much cheaper.	All CMEs
6.6	<b>Utilisation of CNC machines</b> – Attention was drawn during the meeting to AM(PU)'s instructions regarding reviewing of allowed time on commissioning of CNC machines. This should result in enhanced outturn and reduction in manpower. Load centre wise analysis has gone into disuse in most of the units. This needs to be re-instituted to enable identification of surplus capacity.	All CMEs
<b><u>Other items –</u></b>		
6.7	CME/NCR brought out the issue of maintenance facilities for balanced draft gears and couplers of coaches in workshops. MM desired that such facilities should be planned and set up expeditiously.	All CMEs (O/L) EDME/Coaching
6.8	The issue of extended POH of coaches was discussed. CME/ECOR and also other CMEs mentioned that the paint does not last for more than 1 ½ years. MM desired that the trial results for extended POH	All CMEs (O/L) EDS(Carr.)/ RDSO

S.No	Points	Action by
	should be finalised quickly as painting alone cannot justify sending a coach for complete POH.	
6.9	CME/RCF advised that material for prototype of 200 kmph rake should be available by October 2015 and the prototype would be manufactured accordingly. Detailed oscillation trials will have to be planned by RDSO on prototype.	CME/RCF
6.10	The issue of series production of MRVC MUTP rakes was discussed. CME/ICF mentioned that by September/October 2015, ICF would be geared up to turn out about 5 rakes per month and therefore, will be able to meet the target of 36 rakes fixed for the current year.	CME/ICF
6.11	CME/ICF confirmed that the first air-conditioned EMU rake would be turned out by October 2015.	CME/ICF
6.12	The issue of rebuilding of WDP1 locos at DMW/Patiala was discussed. CME/DMW has some misgivings as DMW has never handled WDP1 locos earlier. It was decided that POH workshops do not have the capacity for rebuilding whereas DMW has been made specifically for this purpose. Therefore WDP1 locos will be rebuilt at DMW/Patiala. It was also made clear that, in order to find work in future, DMW would have to adapt themselves to the requirement of customers rather than asking for more and more workload in their existing activities.	CME/DMW CAO/DMW
6.13	Two measures for improving the infrastructure of the workshop, i.e. implementation of the JPO on maintenance of assets/infrastructure and annual inspection by GM were discussed. Most of the Railways confirmed that the GM's inspections have been carried out in most of the workshops last year. However JPO regarding maintenance of assets is yet to be implemented in many workshops which need to be expedited.	All CMEs (O/L)
6.14	Updation of Indian Railways Cadre Management System (IRCMS) - All CMEs were requested to ensure that all the data on IRCMS is	All CMEs

S.No	Points	Action by
	kept regularly updated as this helps in planning of postings and transfers of officers. CMEs can also make use of this data for cadre planning in their zone.	

### **7. DEVELOPMENT ITEMS**

7.1	The target of fitment of 17000 Bio-Toilets during 2015-16 has to be met by PU's & zonal Railways. Funds have already been distributed to zonal Railways. Zonal Railways and PU's to adhere to target and monthly progress of fitment of Bio-toilets should be communicated through MCDO.	All CMEs
7.2	Retro-fitment arrangement design & drawing with field experience to be frozen.	EDS(Carr.)/R DSO
7.3	Bio-digester tank design for all type of coaches to be finalized.	RDSO & RCF
7.4	Coaches turned out from MLR workshop should be fitted with Bio-toilet. No MLR coaches should be accepted by zonal Railways without fitment of bio-toilet.	All CMEs (O/L)
7.5	The progress of in-house manufacturing of bio-toilet tanks by Motibagh workshop is not satisfactory. MIBW/ Nagpur should meet its installed manufacturing capacity of 2500 BT per year.	CME/SECR
7.6	Vetted detailed estimate of LMS and FMM project to be sent to Board by 15 <sup>th</sup> June for further action by co-ordinating directorate at Board level.	NR & CRIS

### **8. PU ITEMS**

S.No	Points	Action by
8.1	<b>Review of functioning of PUs</b> - It was informed that except for RCF/RBL and ICF no Production Unit has given any suggestions for review of functioning of Production Units. The remaining Production Units were requested to send their suggestions within one week.	All CME (PUs)
8.2	<b>Systems for addressing quality concerns-</b> Systems for addressing quality concerns were impressed upon. DLW informed that they have started a scheme called 'Diesel Mitra' wherein an official from DLW periodically visits the Sheds for identifying manufacturing related issues. MM desired that the details of this should be shared with the other Production Units to enable them to	CME/DLW

S.No	Points	Action by
	develop such procedures at their end as well. CME/WR reported that warranty repairs have not been taken up by DLW which should be done on priority.	
8.3	<p><b>Initiatives taken under 'Make in India' programme</b> – MM emphasized that the idea of indigenization is to ensure quality products which are made in India. For this the original manufacturer should be encouraged to set shop in India so that the products could be 'Made in India' without compromising quality or technology.</p> <p>DLW has identified 11 items which they plan to indigenize. RCF mentioned that a number of LHB Bogie items are being developed in India. This includes springs at RSK and private manufacturers, dampers, metal bonded rubber items, brake discs etc. Some items are yet to be indigenized for which efforts are on.</p>	All CME (PUs)

### 9. Disaster management

9.1	4 cranes under manufacturing at JMP workshop have been badly delayed. CME/ER gave targets as September 16, November 16, January 17 and March 17. These targets must be met.	CME/ER
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### 10. Issues Raised by CMEs

10.1	<p><b><u>Manufacture of ALCO Blocks :</u></b></p> <p>CME/DLW proposed that all the works of manufacture of ALCO components should be shifted from DLW so that the available manpower can be diverted towards manufacture of HHP locomotives. At present, DLW is manufacturing approximately 150 Engine Blocks and 2000 Camshafts for ALCO locomotives.</p> <p>DLW was asked to send a proposal to Board for reduction in ALCO blocks. The machines engaged in ALCO blocks manufacture may be got reconditioned wherever necessary as sanctioned procurement of new machine will take much longer time.</p> <p>So far as camshafts are concerned, DLW should continue to maintain the present production rate. DMW, being the nodal agency for supply of ALCO camshafts to Zonal Railways, should review and advise DLW if any reduction can be made.</p>	CME/DLW EDME/Traction CME/DMW
10.2	It was also advised to all CMEs that no change should be made in the work done for other units, without obtaining prior approval of the Board.	All CMEs

	CME/NER was advised to immediately withdraw the letter issued regarding stoppage of MG locomotive POH	
10.3	<p><b><u>Manufacture of Hotel Load locomotives:</u></b></p> <p>CME/DLW was asked to advise the maximum number of Hotel Load locos that can be manufactured by DLW during 2015-16. CME/DLW informed that the underframe procurement for these locos will take another six months time. However, the AC-AC system for Hotel Load will be available at the rate of 5 nos. per month. Therefore, it would be possible to manufacture these locos in the last four months of the financial year. DLW will be able to manufacture 20 to 25 Hotel Load locomotives in 2015-16 (including 5 hotel load already ordered on DLW).</p>	EDME/Traction
10.4	CME/DLW stated that spare fuel tanks for HHP locomotives are available at DLW, but there are no takers. CME/WR stated that he is in need of HHP fuel tanks for replacement. DLW and WR should coordinate regarding the same and other Railways should review their requirement and place demand on DLW.	CME/DLW All CMEs (O/L)
10.5	CME/SR should facilitate trial of Distributed Power System from Chennai Port by making suitable temporary Fuelling arrangements.	CME/SR
10.6	<p>IRIM&amp;EE</p> <p>1. Director IRIMEE stated that supervisors have not been released by railways to work as Chief Instructors at IRIMEE inspite of advice from MM to operate one supervisory post (from each Zonal Rly) at IRIMEE vide inspection notes during visits to IRIMEE on 14.02.2014 &amp; 14.02.2015 (issued on 06.04.2015). It was further stated that IRIMEE has already identified few willing SSEs on various Railways who are qualifying the minimum eligible criteria.</p> <p>CME/WR stated that such an operation of supervisory post (without transferring of posts from Zonal Rly) at IRIMEE, may not be feasible. The posts should be transferred to IRIMEE through Establishment Directorate of Railway Board as done by IRICEN.</p> <p>MM asked <b>EDME/ PU</b> to get the needful done at Rly Board.</p> <p>2. Director IRIMEE informed that mandatory courses such as Induction Course are not being made full use of by the Railways. Nomination in Gr 'B' Induction Courses is not as per quota allotted to Zonal Railways. Defaulting Railways are NR, NFR, NCR, NWR, WCR &amp; DLW.</p> <p>MM instructed CMEs that relevant promotion/upgradation should be linked with the mandatory courses.</p> <p>3. Director stated that the MOU between IIT Patna &amp; IRIMEE to accept IRSME Officers as M. Tech (Mechatronics) students is at final stage except for the IPR Clause. Two letters to CMEs, inviting nominations from IRSME Officers willing to take M. Tech in Mechatronics have been sent to all railways. . Till date no name has been forwarded by any of the Zonal Railways.</p>	EDME/ Workshop Director/IRIM&E All CMEs (O/L) (PUs)

	<p>4. Director IRIMEE informed that IRIMEE has approached BIT Mesra, IIT Patna &amp; IIT KGP to award M. Tech. Degree for the trainees during probationary period.</p> <p>5. Syllabus for theoretical part of probationary training has been posted on IRIMEE's website. CMEs are requested to review &amp; offer their remarks.</p>	
10.7	CME/DMW requested Board to convey decision on their letter regarding rehabilitation of AC Traction Motors and Alternators.	EDME/Traction
10.8	CME/NWR requested for allotment of WDS6 locomotives. He requested for revision of promotee to LDCE quota from the existing 70%-30% to 50%-50%	EDME/Traction AM/ME
10.9	CME/SCR requested for increase in breakdown allowance, allotment of RSP of 600 BCNHL modified sliding door and LED destination board policy	EDME/Traction EDME/Freight EDME/Chg
10.10	CME/SECR requested for LHB wheel discs, 2 DEMU trailer coaches and HHP Loco spares from DLW	AM/RS EDME/Traction CME/DLW
10.11	CME/WCR requested for permission to undertake diesel locomotive POH in shed itself. He was advised to send a proposal to RDSO and Board for examination detailing how it is proposed to take care of POH specific works like underframe camber, engine block bore alignment and decarburisation of pipes.	CME/WCR EDS(MP)/RDS O EDME/Traction
10.12	CME/SWR stated that middle buffers of locomotive MUs have been removed and as such they should not be split.	EDME/Traction
10.13	CME/ COFMOW stated that the existing SSEs at COFMOW have already served for a long time on sensitive posts and requested for replacement on a one-to-one basis	All CMEs
10.14	CME/RCF/RBL suggested that with the indigenization of metal bonded rubber components, inspection scheme needs to be reworked.	EDS (Carr.)/RDSO CME/RCF/RBL