



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

24th & 25th April, 2015

at

Northern Railway

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Agenda for CMEs Conference to be held on 24th & 25th Apr. 2015 at NR

Traction Items

1. Implementation of Hon'ble MR's Budget pronouncement items.

a) Action plan for procurement and 5% blending of Bio Diesel with Diesel:

An extract of the budget speech 2014-15 of Hon'ble MR is given below:

“Indian Railways will start using Bio Diesel up to 5% of the total fuel consumption in diesel locomotives. This will save precious foreign exchange substantially.”

Consequent to the discussion held in the meeting on 13.02.2015, action plan for implementation of 5% Bio Diesel blending in Diesel has been advised to all concerned on 02.03.2015.

Railways may advise action taken.

b) Process of getting accredited for environment management to loco-sheds.

An extract of the budget speech 2014-15 of Hon'ble MR is given below:

“All our workshops are in the process of getting accredited for environment management. This will be extended to the loco-sheds, and major coaching and wagon maintenance depots.”

Board vide letter number 2015/M(L)/165/1 dated 04.03.2015 have directed all Zonal Railways to take necessary action in this regard. It is advised to acquire Integrated Management System (IMS) certification, which is combination of ISO 9001, 14001 & 18001, for all loco sheds. This must be completed by 31.03.2016.

Railways may discuss the action taken on the above along with timelines.

c) Manufacturing of Dual fuel DEMU with CNG.

An extract of the budget speech 2014-15 of Hon'ble MR is given below:

“Madam Speaker, the House will be happy to note that CNG based DEMUs have been introduced on Northern Railway and it is proposed to convert 100 DEMUs to dual fuel – CNG and diesel. Locomotives running on LNG are also currently under development”.

RDSO, IROAF & ICF may appraise regarding the progress. Future roadmap for converting 1600 hp DEMUs to CNG must also be prepared.

2. Fitment and utilization of APU.

APU is an important tool for fuel saving. At present 129 APUs are fitted on locomotives of different Railways. Instructions issued to DMW to ensure that REMMLOT is provided on all locomotives fitted with APU. For HHP locos, it must be ensured that the entire production of locomotives from 2016-17 onwards is equipped with APUs.

Conditions of switchover main loco engine to APU engine are:

- APU cut out switch should be in enable position.
- APU CB should be ON condition.
- Throttle handle should be in IDLE position.
- Brake Cylinder Pressure should be greater than 1.5 kg/sq. cm.
- Engine should be at idle/ low idle RPM.
- Reverser in neutral.
- Loco should not set for load box/ self-load mode.
- MR air pressure > 4.5 kg/cm².
- Battery charging current < 20 A & battery voltage > 69 V.

RDSO has done Railway/ Shed wise analysis, which is as under:

Sl	Home Shed	Zone	No. of Loco Monitored	Loco Idle Hours (A)	Dwell Time Hours (B)	Favourable APU Hours (C=A-B)	APU Working Hours (D)	APU Utilisation (E=D/C)
1	KZJ	SCR	1	210.43	124.78	85.58	7.76	9.07%
2	JHS	NCR	1	240.1	135.77	104.35	16.02	15.35%
3	GTL	SCR	6	1386.98	687.95	699.3	156.36	22.36%
4	GY	SCR	5	968.84	470	498.86	120.88	24.23%
5	LKO	NR	4	1096.45	513.31	583.18	144.83	24.83%
6	SPJ	ECR	11	2731.52	970.15	1761.4	439.73	24.96%
7	BNDM	SER	1	314	112.14	201.89	51.52	25.52%
8	RTM	WR	2	286.94	187.4	99.58	25.64	25.75%
9	JMP	ER	1	239.46	126.84	112.6	30.87	27.42%
10	PA	CR	1	277.19	104.93	172.27	57.63	33.45%
11	NGC	NFR	16	5002.39	1695.31	3307.22	1253.5	37.90%
12	HWH	ER	6	1416.64	684.81	731.85	292.23	39.93%
13	ABR	NWR	2	479.19	251.51	227.67	99.45	43.68%
14	ET	WCR	4	730.97	369.13	361.93	161.35	44.58%
15	VSKP	EcoR	3	848.03	326.96	521.07	237.64	45.61%
16	GD	NER	5	1183.32	612.42	570.96	274.28	48.04%
17	R	SECR	1	159.31	108.16	51.18	25.54	49.90%
18	MLDT	NFR	7	1595.81	631.36	964.35	509.59	52.84%
19	VTA	WR	2	347.81	224.43	123.4	71.75	58.14%
20	KJM	SWR	12	2144.88	1143.73	1001.21	591.48	59.08%
21	TKD	NR	1	209.61	119.12	90.49	61.36	67.81%
22	LDH	NR	1	324.28	133.62	190.68	143.04	75.02%
	Total		93	22194.15	9733.83	12461.02	4772.45	38.30%

As per the data available, fuel saving is not achieved to full potential of APU. All Rlys except NWR, WCR, NER, SWR, NR are having <40% APU utilization.

It should be ensured, by proper training and sensitizing crew, to achieve a figure of 75% APU utilisation by 31st March 2016.

3. Procurement of HHP spares.

To improve maintenance, availability and to reduce down time in sheds of HHP locos, Zonal Railways were advised to stock spare of 926 items vide Board's letter dated 20.06.2014. While reviewing the status of procurement and stocking of HHP spares, it is observed that the process is very slow on Railways Status of procurement of spares is placed at Annexure-A. No feedback on Board's letter has been received from NFR, SWR and WCR. Considering the increasing population of HHP locos, all Zonal Railways to take immediate necessary steps for procurement and stocking of HHP spares. Regular review should be conducted at appropriate level.

Zonal Railways may discuss.

4. Planning of DEMUs:

- a. SER to bring complete plan for making Haldia factory self-reliant in procurement of engines and electrics for DPCs of DEMU.
- b. Preparedness for maintenance of DEMUs in existing coaching depots, as suggested in previous CMEs conference may be intimated. Policy in this regard, duly approved by Traffic dte of Railway Board is being issued.
- c. ICF to bring supply position of DPCs to NR
 - a. Spare DPCs allotted vide Railway Board letter no. 2010/ M(L)/101/2 (BG) and
 - b. Strengthened shells for DEMU (8 nos.) allotted vide Railway Board letter no. 2014/ M(L)/459/2 pt.

5. Capacity augmentation Works for homing HHP locomotives:

Works for augmentation of 9 diesel sheds (Pune, UDL, KZJ, BNDM, VSKP, JHS, ABR, Raipur, NKJ) and 1 DEMU shed (Merta Road) has been sanctioned this year.

It is seen from the table at **Annexure B** that 55 old works are pending, some of which are 8-9 years old. For many diesel sheds 2-3 works have been sanctioned but not completed/ closed. This year adequate funds have been allocated for capacity expansion so Railways must submit detailed action plan for completing pending works and timelines for execution of new sanctions.

6. SPAD: Railway wise analysis & action being taken.

Summary of SPAD cases on Diesel Crew account.

Period	CR	ER	EC	ECO	KR	NC	NE	NF	NW	NR	SC	SE	SEC	SW	SR	WC	WR	TOTAL
2013-14	6	1	2	0	1	0	4	0	1	8	2	0	0	3	1	1	4	34
2014-15	3	0	2	2	0	4	4	1	0	8	4	0	0	4	0	2	4	38

- There is an increase of 11.8 % in SPAD cases in 2014-15 over 2013-14.
- Increase in cases on ECoR, NCR, SCR, SWR and WCR.
- Higher no. of cases,
 - NR - 8 cases
 - NER and WR - 4 cases each.

These Railways may discuss the action taken to curb such incidences in future.

7. Important safety modifications issued by RDSO- to be implemented in next 3 months.

- (i) RDSO issued modification sheet for relocation of the horns to reduce the sound level in the cab (04/06.02.2015).
- (ii) For the 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 (26/27.03.2015).
- (iii) Mod sheet issued by RDSO for disabling VCD reset through VCD reset push button from the nonworking control stand/desk of Single Cab Diesel electric locomotives (ALCO and HHP Loco) has been issued (01.01.2015). As a pilot modification SCR and SWR requested to carry out the modification on 5 ALCO and 5 HHP locos and give feedback on performance after two months off field trial for further proliferation in other Railways.

Zonal Railways may indicate the progress and target date of completion of these safety modifications.

8. CRS's Sanction for WDG4D and WDG5 locomotives:

Board's sanction for WDG4D & WDG5 locos were communicated to Railways vide Board's letters dated 24.11.2014 and 03.02.2015 respectively. Running of these locomotives is being hampered for the want of CRS's sanction on adjacent Railways.

Railways may apprise progress of CRS sanction for these locos.

Procurement and stocking of HHP spares

Annexure A

S No	SHED	CR		ECR				ECoR	NER	NWR		SR		SER		SECR	WR	
		PA	KYN	UDL	PTRU	MGS	SPJ	VSKP	IZN	BGKT	ABR	ED	GOC	BNDM	BKSC	R	RTM	SBI
1	A) Shed wise number of HHP items stocked	300	326	511	522	6	518	623	926	901	775	Procured through Non stock indents	665	534		565	43	594
2	Stocking proposals under process	148	60	192	187			595	858									31
3	Duplicate items	16	16		17			28										155
4	Obsolete items-	11	11		51											128		28
5	Not required to stock at this stage or procurement will be done on Non-stock basis	451	513	159	169			558	227		885		544	290		118		312
6	B) Number of HHP items of which procurement has started and one procurement cycle has been completed	299	70	482				178	631	116	795			244				49
7	C) Number of imported items for which order was placed in 2013-14 and 2014-15	2013-14-172 items							12		90		121			77		96

Annexure-B

New works sanctioned in year 2015-16					
SNo.	Rly	Item No	Particulars	Allocation	Sanction Cost (Thousand)
1	CR	496	Pune (Diesel Loco Shed) - Augmentation of capacity by 50 HHP Diesel locos	DF(3)	28,57,00
2	ER	500	Andal (Diesel Shed) - Augmentation facilities for Homing of HHP Locomotives (WDG4)	CAP	16,41,20
3	SCR	618	Kazipet(Diesel loco shed) - Augmentation of homing capacity from 100 to 150 locos to home WDG4 locos	Cap.	28,15,00
4	SER	497	Bondamunda (Diesel loco shed) - Homing of 50 Nos WDG4(HHP Diesel) locomotives	DF(3)	35,46,00
5	ECOR	505	Vishakhapatnam (Diesel loco shed) - Augmentation of shed for homing 100 HHP locomotives	Cap	53,14,00
6	NCR	520	Jhansi (Diesel loco shed) - Extension of maintenance facility for WDG4/EMD locomotive	Cap	27,85,00
7	NWR	248	Abu Road (Diesel Shed) - Infrastructural development for Homing 50 HHP Locomotives	Cap	24,61,99
8	NWR	249	Merta Road - DEMU maintenance facility	Cap	17,70,05
9	SECR	411	Raipur Division - Expansion of WDG4 (EMD) loco shed from 50 to 150 locomotives	Cap	52,65,00
10	WCR	566	NKJ Diesel loco shed - Augmentation of 50 HHP Diesel locomotives	DF(3)	25,56,95
Old works sanctioned					
1	CR	486	Pune (Diesel Loco Shed) - Extension & upgradation of infrastructural maintenance facilities	DF(3)	2,83,54
2		488	Kurla (Diesel Loco Shed) - Infrastructural development for homing of Alco diesel locos	DF(3)	7,12,50
3		489	Kalyan (Diesel Loco Shed) - Augmentation of facilities for maintenance of heavy assemblies and improvement to pit lines	DF(3)	3,30,19
4		491	Pune (Diesel Loco Shed) - Infrastructural maintenance facility for homing new generation diesel locomotives	DF(3)	9,51,47
5	ER	476	Howrah - Remodelling of diesel shed	DRF	26,51
6		481	Jamalpur (Diesel Shed) - Basic infrastructure for maintenance of diesel electrical multiple units	DF(3)	3,81,97
7		482	Beliaghata (Diesel Shed) - Upgradation of maintenance facilities for WDS6 / WDM2 locos	DF(3)	4,10,23
8		487	Sahibganj - New diesel electrical multiple unit maintenance shed	CAP	21,43,80
9		816	Jalandhar City - Extension of diesel multiple unit car shed	Cap.	11,33,21
10	NR	818	Tughlakabad (Diesel Shed) - Elimination of infrastructural inadequacies for maintenance of locomotives	Cap.	35,00,00
11		835	Alambagh (Diesel Shed) - Augmentation of holding capacity from 100 to 175 locos & development of facilities for maintenance of GM locos	DF(3)	8,70,70

New works sanctioned in year 2015-16

SNo.	Rly	Item No	Particulars	Allocation	Sanction Cost (Thousand)
12		841	Ludhiana (Diesel Shed) - Upgradation of facilities for increased holding of diesel locos from 140 to 170	DF(3)	10,05,58
13		859	Shakurbasti (Diesel Shed) - Augumentation of homing capacity for WDM2 locos (50 Nos)	DF(3)	2,86,00
14	NER	256	Izzatnagar (Diesel Shed) - Maintenance facilities for 25 broad gauge locos	DF(3)	15,87,00
15		263	Izzatnagar - Augmentation of diesel shed for homing addl 50 broad gauge locos	Cap.	23,39,63
16		264	Gonda - Augmentation of homing capitivity of diesel shed from 100 to 150	Cap.	13,23,65
17		265	Izzatnagar Division - Development of diesel electrical multiple unit maintenance shed	DF(3)	37,39,56
18	NFR	248	New Guwahati (Diesel Shed) - Diesel electrical multiple unit maintenance shed	DF(3)	3,98,25
19		251	Siliguri - Extension of diesel loco shed to home 100 locomotives	DF(3)	25,25,99
20		252	Siliguri - Diesel multiple unit car shed incl facilities for rail car maintenance	Cap.	18,90,04
21		257	Pandu - Diesel electrical multiple unit maintenance shed (Phase-II)	DF(3)	18,04,00
22		258	Tinsukia (Coaching Depot) - Diesel electrical multiple unit rolling stock maintenance facilities	DF(3)	14,06,19
23		261	Mariani - EMD loco shed for homing 50 locos	Cap.	48,10,77
24	SR	776	Ponmalai (Diesel Shed) - Creation of infrastructural facilities to home and maintain WDP4 / WDG4 locos	DF(3)	14,31,00
25		777	Erode (Diesel Shed) - Augmentation of homing capacity from 100 to 150 locos	DF(3)	22,46,00
26		778	Tondiarpet (Diesel Shed) - Augmentation of infrastructure facilities to home 25 Alco locos	DF(3)	4,80,00
27	SCR	578	Moula Ali (Diesel Shed) - Addl infrastructure facilities for holding 100 WDM2 locomotives	DF(3)	31,91,51
28		589	Gooty (Diesel Loco Shed) - Augmentation of berthing capacity of locomotives (3 Nos)	DF(3)	5,55,07
29		595	Maula Ali (Diesel Loco Shed) - Facilities for homing 6 diesel electrical multiple unit rakes	DF(3)	9,60,98
30		600	Gooty (Diesel Loco Shed) - New shed for WDG4 loco maintenance	DF(3)	8,91,59
31		601	Gooty (Diesel Shed) - Augmentation of homing capacity to 150 locos	DF(3)	13,41,15
32		615	Guntakal (Diesel Loco Shed) - Augmentation of capacity by 50 high horse power locos	Cap.	23,85,00
33	SER	484	Haldia - Setting up of diesel multiple unit manufacturing factory	Cap.	70,57,00
34	WR	504	Sabarmati - Augmentation of diesel shed for homing 50 EMD broad gauge locos	Cap.	37,07,48
35		508	Sabarmati - Augmentation of diesel shed capacity for homing 100 broad gauge EMD locos	Cap.	18,42,75
36		510	Sabarmati - Setting up of mega (base) diesel electric multiple unit depot	DF(3)	25,83,95
37		521	Sabarmati (Diesel Loco Shed) - Augmentation of homing capacity from 100 to 150 gauge EMD locos	Cap.	25,79,00

New works sanctioned in year 2015-16

SNo.	Rly	Item No	Particulars	Allocation	Sanction Cost (Thousand)
38	ECR	695	Samastipur - Augmentation of homing capacity of Diesel Shed from 50 to 100 locos	Cap.	7,92,29
39		698	Sonepur - Setting up of diesel electric multiple unit maintenance depot	Cap	21,75,02
40		714	Mugal Sarai - Augmentation of Diesel shed to enhance maintenance facility from 20 to 50 locos	Cap	5,79,27
41		729	Barauni - 250 High Horse power loco shed	DF(3)	118,70,00
42	ECOR	485	Vishakhapatnam (Diesel loco shed) - Augmentation of infrastructural facility	Cap	4,04,44
43	NWR	235	Bhagat ki Kothi - Augmentation of capacity of Diesel Shed for accommodating 50 EMD locos	Cap	6,50,24
44		237	Phulera - Broad Gauge diesel locomotive shed	Cap	38,03,15
45	SECR	399	Raipur (Diesel loco shed) - Expansion of capacity to home WDG4 locomotive	Cap	4,61,00
46		400	Moti Bagh Workshop - Broad Gauge locomotive shed for maintenance of 15 locos.	DF(3)	6,55,18
47		401	Gondia - Maintenance facilities for diesel electric multiple unit racks and Broad gauge diesel locos (Phase-II).	DF(3)	4,38,68
48	SWR	333	Hubli Division - Expansion of EMD shed for homing 100 locomotives	DF(3)	13,57,02
49		334	Castle Rock & Hospet - Fuel Pads	DF(3)	2,50,00
50		336	Hubli Workshop - Expansion of EMD shed to accommodate 150 locomotives	DF(3)	18,09,32
51		337	krishnarajapuram -Augmentation of homing capacity from 125 to 150 locos.	Cap	15,96,15
52		350	Hubli Diesel Shed - Expansion of homing capacity from 150 to 200 EMD locos	DF(3)	37,60,21
53		351	Hubli - Turbo super charger overhauling facilities for WDG4 & WDP4 locos	Cap.	15,95,32
54	WCR	544	Itarasi (Diesel Loco shed) - Augmentation & upgradation of facilities	DF(3)	6,01,08
55		551	Itarasi (Diesel Loco shed) - Upgradation, development & improvement in facilities	DF(3)	3,91,74

COACHING ITEMS

1. **Cleanliness and Hygiene on trains-**

- Progress in coverage of trains under OBHS, Commissioning of new CTSs and setting up of mechanised laundries – planned in 2015-16.
- **Implementation of CTS** at WCR (ET), NR (MB), NCR (JHS), CR (BPQ, NGP), NWR (JP), SR (MAS, SRR), NER(LJN), SCR (RU, SC), ECoR (RGDA).

Railways to give current status and target date for commissioning.

- **Setting up of mechanised laundries in current year:**
 - o 30 laundries are to be set up by Zonal Railways in the current year as per **Annexure C-I**. Zonal Railways are advised to submit milestones and target date for commissioning of these laundries.
 - o Following Laundries which were targeted for commissioning in the year 2014-15, to be commissioned within next one month: Kochuvelli/SR, Kacheguda/SCR, Mysore/SWR, Mumbai/WR, Malda Town/ER, Ranchi/SER. Progress at other identified locations.
- **Watering at terminals and at enroute stations:**
 - o Adequate time of 15-20 minutes is prescribed for watering of trains at enroute stations. Distance between two watering stations in a train route should not be more than 250 KMs. Zonal railways to identify non-compliances and submit action plan for eliminating them.
 - o RCF to advise status of despatch of rake with provision of RO water system.
 - o RCF and ER to advise status of RO water system on LHB AC Double-Decker rake running between Howrah and Dhanbad.
- **Coverage of trains under OBHS and improving its effectiveness:**
 - o Coverage of trains under OBHS vis-à-vis target in the year 2014-15 is placed at Annexure C-2.
 - o A total of 150 nos of trains are to be covered under OBHS. Zonal railways to advise the milestones and target dates for commissioning OBHS on these trains
 - o Progress of Territory based OBHS to be introduced on NWR and NFR should be advised by these railways.
 - o Status of on line monitoring by Web/SMS based service.
 - o Progress on introduction of Biometric attendance system in OBHS be advised by zonal railways.
- **Measures for garbage disposal on trains:**
 - o Status of provision of dustbins on trains: PUs may advise the status of provision of dustbins on new manufacture coaches alongwith status of issue of Carriage Alteration Instructions (CAI).
 - o Railways to advise status of provision of dustbins on the coaches in the present holding alongwith fund requirement for provision in all the coaches.

- Status of nomination of garbage disposal/collection points and its effective implementation.
- CR to advise status of development of garbage compactor for caches.
- Status of clear demarcation of responsibilities of On-Board cleaning staff and pantry car staff for cleaning and disposal of garbage on trains.

2. Enroute Coach detachments and Roller Bearing Failures:

- Enroute detachments and Roller bearing failures in the past three years including current year is placed at Annexure-C-3.
 - Zonal railway and Production units to advise corrective action plan for minimizing the enroute coach detachments
 - RCF to make presentation on action taken on RDSO's audit report for CTRB failures in new manufacture coaches.
 - SR and ECoR to make presentation on Roller bearing/CTRFB failures and action taken thereon.
 - Railways carrying out IOH/POH of LHB coaches to apprise status of availability of requisite facilities and action plan with mile-stones for setting up balance facilities.
 - Status of availability of Fiat bogie unit exchange spare pool as per allotment and projection of further requirement.

3. Progress of RSP works allotted by Mech Coaching Dte:

Progress of work on RSP allotment issued by Mechanical (Coaching) Dte. is enclosed at Annexure- C-4. Zonal railways to advise milestones and action plan for completing these works in the year 2015-16.

4. New coach designs under development:

- WCR may apprise status and time-lines for despatch of Model rakes. A presentation on the design features of Model rakes may also be submitted.
- ICF may advise the status of manufacture of Anubhuti coaches. A brief presentation of design features of Anubhuti coach may also be submitted.
- RCF may advise status of manufacture of LHB SLR with underslung DA set.
- RCF to advise status of manufacture of LHB rake fit for 200 KMPH speed potential and confirm its despatch in June 2015 as per earlier commitment given to Board. A brief presentation on design features of 200 KMPH rake may also be submitted.

5. Policy for running 26 coach length trains:

Proposals for running ICF design coaches fitted with CBC in 26 coach length formation are being received from Traffic (Coaching) Dte. Railways may give their inputs regarding preparedness for maintenance and enroute watering of these trains.

6. Replacement of CBC with single pack draft gear with CBC with balanced draft gear:

Railways may advise action plan for replacement of CBC with single pack draft gear with CBC with balanced draft gear in CBC fitted coaches. Status of RSP work in this regard may be advised by concerned allottee railways.

7. Proliferation of Bio-toilets:

Okha, Porbandar, Rameshwaram and Jammu have been identified as Green Stations with zero waste discharge from trains originating/terminating at these stations. Concerned railways may advise their action plan alongwith time targets.

8. Review of POH periodicity of coaches:

WR, NWR, SCR and ER may apprise performance of coaches under trial for review of POH periodicity of coaches from 18 months to 24 months.

Annexure C-I

LIST OF MECHANISED LAUNDRIES PLANNED IN FUTURE INCLUDING CURRENT YEAR						
S. No	RLY	Identified Depot / Location	Division	MODE	Capacity	Expected Year of Commissioning
1	SR	Kochuveli	Trivandrum	BOOT	3 TON	2014-15
2	SCR	Kacheguda	Hyderabad	BOOT	6 TON	2014-15
3	SWR	Mysore	Mysore	Departmental	1.5 TON	2014-15
4	WR	Mumbai	Mumbai	Departmental	3 TON	2014-15
5	SER	Ranchi	Ranchi	Departmental	1 TON	2014-15
6	CR	Nagpur	Nagpur	BOOT	3 TON	2015-16
7	CR	Pune	Pune	BOOT	3.5 TON	2015-16
8	SR	Ernakulam Marsh	Trivandrum	BOOT	1 TON	2015-16
9	SR	Coimbatore	Salem	BOOT	1.5TON	2015-16
10	SR	Mangalore	Palghat	BOOT	1.5TON	2015-16
11	ECoR	Bhubhaneswar	Khurda Road	BOOT	3 TON	2015-16
12	ECoR	Puri	Khurda Road	BOOT	6 TON	2015-16
13	ECoR	Vishakapatnam	Waltair	BOOT	2 TON	2015-16
14	NFR	Dibrugarh	Tinsukhiya	Departmental	1 TON	2015-16
15	NWR	Jaipur	Jaipur	BOOT	3 TON	2015-16
16	SCR	Tirupati	Guntakal	BOOT	1.25 TON	2015-16
17	SCR	Kakinada Port	Vijaywada	BOOT	1.375 TON	2015-16
18	CR	Lokmanyatilak	Mumbai	BOOT	3 TON	2015-16
19	NCR	Gwalior	Jhansi	BOOT	2 TON	2015-16
20	NCR	Allahabad	Allahabad	BOOT	4 TON	2015-16
21	NER	Mau	Varanasi	Departmental		2015-16
22	NR	Chandigarh	Ambala	Departmental	2 TON	2015-16
23	NR	Amethi	Lucknow	Departmental	2 TON	2015-16
24	NR	New Delhi	Delhi	BOOT	10 TON	2015-16
25	SR	Madurai	Madurai	Departmental	2.5 TON	2015-16
26	SWR	Bangalore	Bangalore	BOOT	10 TON	2015-16
27	SWR	Yashwantpur	Bangalore	Departmental	1.5TON	2015-16
28	WCR	Bhopal	Bhopal	BOOT	2 TON	2015-16
29	WCR	Kota	Kota	Departmental	3 TON	2015-16
30	SER	Santragachi	Kharagpur	BOOT	4 TON	2015-16
		BOOT-20	Departmental-10			

ANNEXURE- C-II					
Target Vs Actual coverage of trains under On-Board House Keeping Services in the year 2014-15					
Rly	Total identified Trains	Grand Total of covered trains under OBHS 2014-15	Covered upto Mar2014	Covered in 2014-15	TARGET 2014-15
Summary	648	498	416	82	159
Rly	Total No of Trains (Pairs) Identified	Total Out source + Departmental	Covered upto Mar14	Actual Covered in 2014-15	RLY WISE TARGET 2014-15
SR	48	2	4	-2	6
NR	99	85	62	23	19
NFR	38	24	13	11	6
ECOR	58	50	32	18	35
NER	25	24	14	10	9
SWR	32	9	7	2	12
SER	41	23	15	8	19
SCR	37	37	31	6	11
CR	72	68	58	10	11
ER	61	56	59	-3	5
WR	25	22	30	-8	3
NWR	35	34	34	0	0
ECR	27	27	26	1	7
NCR	13	10	9	1	3
SECR	20	20	15	5	5
WCR	17	7	7	0	8
TOTAL	648	498	416	82	159

ENROUTE COACH DETACHMENTS

Rly	2014-15 (Apr-Mar)							2013-14 (Apr-Mar)						
	A	B	C	D	E	F	Total	A	B	C	D	E	F	Total
CR	5	2	0	2	1	1	11	2	2	0	0	1	1	6
ER	2	5	2	0	0	0	9	5	0	0	1	0	0	6
ECR	2	4	1	0	0	0	7	2	1	0	1	0	0	4
ECoR	10	5	1	0	0	0	16	6	2	0	0	0	0	8
NR	6	10	3	1	0	1	21	4	1	0	1	0	0	6
NCR	1	0	0	0	0	0	1	0	0	0	0	0	0	0
NER	1	2	0	0	0	0	3	0	1	0	0	0	1	2
NFR	9	6	0	0	3	0	18	1	3	2	0	0	1	7
NWR	1	0	0	1	0	0	2	1	1	1	1	0	0	4
SR	9	6	1	0	2	1	19	2	3	0	1	0	2	8
SCR	2	0	0	1	0	0	3	1	0	1	0	0	0	2
SER	4	1	1	0	1	0	7	3	5	0	0	0	0	8
SECR	0	0	0	0	1	0	1	1	0	0	0	0	0	1
SWR	3	0	0	0	1	2	6	2	1	1	0	1	1	6
WR	4	0	1	0	1	0	6	2	0	0	0	0	0	2
WCR	1	0	1	0	0	0	2	1	0	0	0	0	0	1
IR	60	41	11	5	10	5	132	33	20	5	5	2	6	71

Legend-

A-Roller Bearing Failure

B-Bogie & Suspension Gear Defects

C-Wheel Flats/Air Brake System defects

D-Draw & Buffing Gear defects

E-Failure of Major Structural members of Coach Body(Head Stock, Sole Bar failure)

F- Other Misc. Defects

RSP 14-15 items allotted till 30.03.15

ITEMS	Qty sanctioned in PinkBook	Head of Allocation	RSP 14-15 items allotted till 30.03.15													Total quantity allotted						
			RCF	ICF	CR	NR	SR	SCR	SWR	WR	ECR	NFR	NER	ER	SER		NWR	NCR	ECOR	SECR	WCR	
Comprehensive fire & Smoke detection system, 683/13-14 repeated as 669/14-15	500 coaches	DF(1)				500																500
Fire & Smoke detection system for LHB AC rakes, 1202/13-14 repeated as 728/14-15	250	CAP								100	25			100				25				250
Automatic door closer mechanism on one rake of LHB coach, 1203/13-14 repeated as 729/14-15	25 coaches (1 rake)	CAP	25																			25
Retrofitment of CBC with balanced draft gears in LHB coaches to reduce jerks, 1156/12-13. repeated as 722/13-14 repeated as 708/14-15	200 coaches	CAP				100				100												200
Retrofitment of improved design coupler draft gear in LHB coaches, 1211/13-14 repeated as 737/14-15	300 coaches	DRF	120			30				30				30								210
Crashworthy features and anti-climbing features, 723/13-14 repeated as 709/14-15	240 coaches (10 trains of 24 coaches length)	CAP		240																		240
Fire & Smoke detection system for AC coaches, 1214/14-15	500	CAP		70						28	60											158
Fire & Smoke detection system for non-AC coaches, 1215/14-15	500	CAP		70																		70

ITEMS	Qty sanctioned in PinkBook	Head of Allocation	RCF	ICF	CR	NR	SR	SCR	SWR	WR	ECR	NFR	NER	ER	SER	NWR	NCR	ECOR	SECR	WCR	Total quantity allotted	
Provision of fire detection and suppression system in Power Cars, 1218/14-15	50	CAP				20			10	20												50
Provision of fire detection and suppression system in Pantry Cars, 1219/14-15	50	CAP			10			10	5		5			5	5			5	5			50
Provision of double acting AC compartment fire worthy doors in AC coaches, 1223/14-15	1500	DRF			100	100	100	100	100	100	100		100	100	100	100	100	100	100	100	100	1500
Provision of fire exit doors alongwith fire safety measures,1225/14-15	10	DRF	5	5																		10
Provision of Automatic door closure mechanism, 1213/14-15	300	CAP	100	100					100					0						0		300
Retrofitment of improved design CBC to reduce longitudinal jerks in LHB coaches, 1216/14-15	100	DRF												100								100
Provision of LED destination board as per latest specification of RDSO, 1222/14-15	250	CAP				250																250
Provision of solar panels to harness solar energy, Item No. 221, (Less than 2.5cr)	50	CAP														50						50
Provision of Fire Extinguishers with anti-theft arrangement in non-AC coaches, Item No. 223, (Less than 2.5cr)	1000	CAP	100			100	100			100	100	100		100	100			100	100			1000
Upgradation of coach toilets of important mail and express trains running on round trip BPC, Item No. 224	100	DRF				25				25						50						100

ITEMS	Qty sanctioned in PinkBook	Head of Allocation	RCF	ICF	CR	NR	SR	SCR	SWR	WR	ECR	NFR	NER	ER	SER	NWR	NCR	ECOR	SECR	WCR	Total quantity allotted
Integrated axle box temperature measurement system with real time transmission of temperature data alongwith AMOC at stations, Item No.225	2	CAP			1					1											2
Provision of tread cleaning units in LHB FIAT bogies, Item No.226	25	DF(1)	25																		25
Anti graffiti coating to sustain external aesthetics , 1220/14-15	2000	DF(1)	300	300		200		200													1000
Provision of braille signages, 1221/14-15	3000	DF(1)			500	500	250		250	500			250				250	250		250	3000
Complete assemble FIAT Bogies, 1224/14-15	16	DF(1)				4			2	4	2			2	2						16
Stainless steel panelling and upgradation of interior furnishing of non-AC pantry cars, 1217/14-15	25	DRF				10				10				5							25

None of the Railways/PUs have made any progress in the implementation of above RSP items.

FREIGHT ITEMS

A. Proper earthing arrangements

It is well known that one of the causes of roller bearing failure is the damage caused during welding of the rolling stock, if proper earthing of vehicle is not ensured in the maintenance depots / workshops. Vide AM/ME's DO letter No.2015/AM/ME/RB/M dated 25.03.2015 address to CMEs, it was informed that existing deficiencies in the earthing arrangement should be made would by the end of May 2015. All railways should confirm that proper earthing facilities are already available or shall be made available within this dead line.

B. Twin pipe freight trains

1. Vide AM/ME's letter No. 2010/M(N)/60/1 Pt.II dated 04/05-03-2015, it had been directed that the existing population of twin pipe BOXNHL/BCNHL wagons should be segregated to run in twin pipe rakes which should be monitored closely and information sent to Board along with plan for conversion of balance single pipe wagon into twin pipe. As per position collected from the Railways, a significant percentage of twin pipe wagons are still running in single pipe rakes.

2. All Wagon workshops shall confirm that they are carrying out twin pipe conversion of single pipe BOXNHL/BCNHL wagons during POH.

3. Right powering of freight trains needs to be ensured.

C. CC Rakes

1. Running of BOXNHL/BCNHL CC rakes irrespective of KM basis

Recently, instructions have been issued for running of BOXNHL, BCNHL and BTPN CC rakes upto 30+5 days, irrespective of Kms on trial basis for a period of three months. Zonal Railways should monitor such rakes and give their feedback in this regard.

2. Overdue running of CC / Premium rakes:

In spite of instructions being issued by Traffic Dte. on 24.07.2014 with regard to enforcing discipline in the operation of CC/Premium rakes, there has been practically no improvement in the overdue running and loading after the prescribed period of CC/Premium rakes. As per FOIS position, every day, about 500 CC / Premium rakes run with BPC expired in terms of days or Kms or both.

3. Rakes loaded after the prescribed period: As on 23.03.15, 14 BOXN / BCN Premium rakes were loaded between 12 and 15 days and 25 rakes were loaded beyond 15 days of examination. Further, 19 CC rakes were loaded between 30-35 days and 16 rakes were loaded beyond 35 days of examination.

4. Other than CC and Premium Examination: Almost 40% of the rakes are still being examined on other than CC and Premium patterns.

5. In view of the progressive induction of BOXNHL and BCNHL rakes, the railway wise target has been revised in consultation with the Traffic Transportation Dte. of Railway Board. Railways should send proposals for augmentation of infrastructure to meet the increased arising of maintenance schedules. Railways should also project additional requirements of funds under revenue at appropriate budgetary stages to enable Board to consider enhancement of revenue grant. At present, of a total of 57 CC examination points, 36 points are A category and 6 points are B category.

D. Arising of Unloadable wagons: Damages to wagons during loading / unloading in sidings is the main reason for the arising of unloadable wagons. An action Plan to reduce wagon damages has been issued vide DTT(G)/Railway Board's letter No. 2010/TT-IV/9/1 dated 8.10.12. Each Railway may identify the sidings where wagons are regularly getting damaged. An inter-departmental team may be sent for inspecting the siding and the siding owners may be advised of the improvement in infrastructure and handling practices required in order to avoid wagon damages. In case no improvement is effected by the siding owner in a time bound manner, punitive action may be initiated against the siding. The cost of damage to be recovered from the siding shall include the cost of repairs to the wagon plus the loss of loading on account of the wagon getting damaged. Effort should be made, though FOIS or other means, to trace the siding where the wagon was damaged.

Repair of 'C' category unloadable wagons

- i. 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.
- ii. 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).
- iii. Action Plan of Railway to carry out "C" category repairs need to be indicated.
- iv. Rly. Board's approval has been accorded to SER to invite limited tenders from the wagon building Rly. PSU's and finalize a rate contract for carrying out body repairs of BOXN, BCN & BOBRN wagons from the nearest Railway PSU as mentioned below:
 - (i) SER from M/s. Braithwaite & Company Ltd., Kolkata
 - (ii) ER from M/s. Burn Standard Company Ltd., Kolkata
 - (iii) ECR from M/s. Bharat Wagon & Engg. Company Ltd., Patna

7. POH capacity :

A large number of BOBRN wagons have got accumulated for POH due to inadequate outturn from some of the workshops. The nominated workshops (KGP, JMP, RYPS, JHS, and Raipur) must meet the target of BOBR wagon.

As BOXNHL and BCNHL wagons are falling due for POH, the workshops must gear up for carrying out POH of these wagons.

8. Development of ROH capacity

NER, NWR & WR should indicate status of works sanctioned for increasing the ROH capacity.

9. FMM

Pan-India roll out of Freight Maintenance Management (FMM) System has been sanctioned in the Pink Book for 2015-16. FMM shall permit asset management & condition monitoring, schedules planning, availability of data for managerial inputs, sharing of knowledge and best practices among depots, human resources management, depot stores management, etc. CRIS has implemented the FMM pilot project at three freight depots: Dadri in NCR and Dhandarikalan & TKD in NR. NR & NCR should confirm that all features of the pilot project implemented by CRIS are being used and should provide their inputs and share experience so as to make the final rollout on pan-India basis successful.

10. Equipment Failures

There has been an increase in train parting and hot axle cases during 2014-15 as compared to 2013-14

S.No	Type	2013-14 (up to Feb)	2014-15 (up to Feb)	% increase
1	Hot Axles	764	793	3.8%
2	Train Partings	375	410	9.33%

The maximum increase has been in the following Railways:

Hot Axles: SCR, NFR, SER, WCR, NCR

Train Partings: CR, SCR, NCR, WCR, SR, WR

Hot Axles: As per RDSO's analysis (which is on their Railnet site) the benchmark figure of CTRB failures within 2 years of POH per 1000 wagon outturn for 2014-15 is **3.13** for Ajmer workshop. Other Wagon workshops have much higher figures in the range of **4.26 to 17.91**.

Train Partings: The benchmark figure of train partings within 2 years of POH per 1000 wagon outturn for 2014-15 is **3.99** for PWP workshop. Other Wagon workshops have much higher figures in the range **4.76 to 10.7**.

WORKSHOP ITEMS

1. Management of Environment issues:

Certain observations have been made by CAG on management of environment in workshops. Considering the ever increasing focus on this area and importance accorded to it by the government, we need to draw a road map to address these issues. CMEs to bring the current status & action plan on the following aspects for workshops:

- Obtaining IMS certification latest by Dec 2015
- Increase green cover
- Use of 5% non-conventional energy sources including solar energy
- Rain water harvesting
- Water recycling

2. Professional Management of workshops:

Workshops need to benchmark POH costing. Presently there are wide variations from shop to shop. CMEs to bring action plan for cost control detailing the same activity centres wise. Simultaneously, steps for quality improvement and revenue generation by taking up non-railway work also need to be planned.

3. POH Capacity planning:

- With complete switch over to LHB design by 2018-19, workshops need to put in place infrastructure for increasing POH capacity of these coaches.
- Capacity enhancement for POH of AC coaches has already been discussed in last few conferences. The results need to be demonstrated so that we come out of the hand-to-mouth situation in this area.
- Similarly, for overhaul of HHP locos, shops need to be nominated and infrastructure put in place.

4. PU painting of Coaches:

Workshops need to ensure setting up facilities for PU painting latest by Dec, 2015. CMEs should bring the status and action plan in this regard.

5. Reconditioning of M&P

The option of reconditioning of old M&P such as EOT cranes, synchronized jacks, wheel lathes etc. needs to be explored instead of outright replacement.

6. Utilization of full productivity potential of CNC machine:

Many of the workshops have got high productivity CNC machines as replacement of conventional ones. However they have not increased the productivity in accordance with the capacity of the machine. CMEs should bring the status and action plan in this regard.

PU ITEMS

1) **Review of functioning of PUs and Workshops in line with Hon'ble MR's Budget Speech 2015 (item 64) with special emphasis on the following:**

- a) Measures for technological upgradation.
- b) Enhancing productivity including efforts made to introduce Group Incentive Scheme.
- c) Utilization of spare capacity so generated, for catering to requirements of external customers.

To assist the PUs in the above task, it is proposed to get a study done through an expert agency. The PUs may identify measures for providing themselves a cutting edge in manufacture of products and to make themselves self-sustaining.

2) **Systems for addressing quality concerns including:**

- a) conducting customer meets.
- b) logging customer complaints
- c) redressal of customer complaints .
- d) audits of processes and procedures.

alongwith details (a to d) for 2014-15 and planning for 2015-16.

3) Initiatives taken under '**Make in India**' programme launched by Hon'ble PM including indigenisation of imported products and export of rolling stock.

DEVELOPMENT ITEMS

- **Bio-toilets:**

1. Target for fitment of bio-toilet in 2015-16 is 17,000 nos. The tentative fund allotment for retro-fitment by zonal railways is below.

Rlys.	CR	EC	ECo	ER	NC	NE	NF	NR	NW	SC	SEC	SER	SR	SW	WC	WR
Fund	6.0	6.0	6.0	6.0	2.0	8.0	5.0	5.0	6.0	6.0	6.0	4.0	6.0	4.0	3.0	6.0

2. Zonal railways are requested to fit bio-toilets in all DMA coaches and to retro-fit bio-toilets in all eligible coaches undergoing POH/MLR while replacement of head-stocks. All Railways to formulated achievable action plan to meet the target of 17000 bio-toilets.

3. The fitment of bio-toilets using alternate mounting arrangement with bolted design in existing in-service coaches with condition of head-stock as per RDSO letter dated 10.02.2015 may be deliberated in the meeting.

4. **Green Station, Green depot, Green Division & Green corridor:** Okha Station of WR and RMM Station of SR have been nominated to be developed as Green Train Stations. WR and SR to mention tentative date of declaring these two stations as green train station in consultation with NER, ECoR, NFR and NR. NR and WR are also advised to work out the plan for Katra and Porbander stations respectively as Green Train Stations. Zonal Railways should also consider and work on the development of more Green Train Stations alongwith Green Depots and Green Divisions in line with Hon'ble MR's direction of "स्वच्छ रेल, स्वच्छ भारत".

- **Electronic In-motion Weighbridges:**

5. Maintenance of EIMWB needs to be given utmost priority. Connectivity of weighbridges with FOIS should be made a pre-condition for sanctioning site layout of weighbridge for both railway and private firm.

6. Inspection and testing of railway and private owned weighbridges by officers and supervisors as per defined periodicity should be ensured by Zonal Railways. These points have been highlighted in CAG reports also.

- **IT projects of mechanical department:**

7. LMS and FMM has been sanctioned in this year budget under Plan Head 17 of NR. Outlay of Rs. 10 crores has been given for roll-out of CMM in 65 coaching depots. Railways should make an enabling condition in sheds and depots for implementation of IT projects of mechanical department.

PROJECT ITEMS

1. Projected Fund Utilization in 2015-16.

Adequate funds have been allocated under PH-42 during 2015-16. Railways/PUs to submit month wise projected fund utilization under PH-42 during 2015-16.

2. Last Mile Works to be completed in 2015-16.

Zonal Railways/PUs have identified 154 works for completion during 2015-16 for which full funds have been allocated. Railways/PUs to advise target timeline for completion and closure of these works. The Gantt Chart for these last mile works should be prepared and submitted to Board as already advised vide letter no. 2014/M(W)/964/38 dt. 25.02.2015. The GANTT charts shall be uploaded on **ph42rb** e-mail, which may thereafter be updated regularly on monthly basis. Railways/PUs to expedite action on this subject so that shelf of works in PH-42 comes down and the benefits of investments are realized at the earliest.

3. Fast Track Works

The following works related to capacity augmentation need to be put on fast track and to be monitored regularly for timely completion:

S.No.	Name of work
1	Wagon POH workshop at Badnera/C.Rly
2	Facilities for repair of C category unloadable wagons, Samastipur Workshop/EC Rly.
3	Wagon POH workshop at Dalmianagar/EC Rly.
4	Modernization of Workshop, Jhansi/NC Rly.
5	Modernization of Workshop, Ajmer/NW Rly
6	Shed for bogie repair and roller bearing shop at Bikaner Workshop, NW Rly.
7	POH facilities for BCN and BLC wagons at Bikaner Workshop, NW Rly.
8	Coach MLR workshop at Kurnool/S.C.Rly.
9	Bogie Frame Manufacturing Unit at Yadgir/S.C.Rly.
10	Work for augmentation of capacity at DLW.
11	Augmentation of wagon POH capacity at Pratapnagar/W.Rly.
12	Augmentation of Carriage POH capacity at Bhavnagar/W.Rly.
13	Augmentation of POH capacity to 150 wagons per month at Dahod, W Rly.

4. Updating of IRPSM

A review of information uploaded by Zonal railways/PUs on IRPSM indicate mismatch with respect to the figures projected by Zonal Railways/PUs in Revised Grants. IRPSM site is not being updated regularly by most of the Zonal Railways/PUs. CPM/CME(Plg) may be nominated to ensure updation of IRPSM data on monthly basis.

M&P ITEMS

ART items:

1. Jamalpur workshop was to deliver 2 new crane in 15-16, which has not been complied with. This is compromising break-down preparedness in ECoR, NWR etc. The 4 cranes already ordered must be delivered without fail in 16-17. In addition, order for another 5 cranes are going to be released shortly. CME/ER to present action plan for delivery of all these cranes within 2 years.
2. The Disaster Management Institute at Bengaluru was sanction in 2004-05. However, SWR has not initiated any action till now. In addition, 'Safety Village' has also been sanctioned in the current budget. CME/SWR to present action plan for outing up the facilities at the earliest.
