

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

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

New Delhi, dt. 11.02.2015

Chief Mechanical Engineers,
All Indian Railways.

ICF/ Chennai, RCF/ Kapurthala, DLW/ Varanasi, DMW/ Patiala, RWF/ Bengaluru,
KRCL/ Mumbai.

Chief Administrative Officer,
COFMOW, IROAF, RCF/ RBL.

Sr ED (MP)/ ED (Carriage), ED (Wagon), RDSO, Lucknow.

ED (CAMTECH), Gwalior.

CME/ Workshop Project, Hajipur.

Sr Professor (Mech.)/ NAIR, Vadodara.

Director/ IRIMEE, Jamalpur.

SUB: Minutes of CMEs conference held on 12th & 13th November 2014 at Goa.

Minutes of CMEs conference held on 12th & 13th November 2014 at Goa, SWR has been prepared and approved by Board (MM). Minutes are available in Indian Railways' website.

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Railway Board Directorates

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Mechanical Engineering

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Circulars

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Mechanical (Traction)

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


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

Copy to: (i) Sr PPS / MM : for kind information of MM.

(ii) AM/ME, AM/PU : for kind information.

(iii) EDME/Frt., EDME/Chg., EDME/ Dev., EDME/PU, EDME/W, EDME/Projects:
for information and necessary action please.

Minutes of CMEs' Conference held on 12th & 13th November, 2014 at Goa

1. Address by MM :

S.No.	Points	Action by
1.1	Cleanliness of coaches is top priority of Railways. CMEs must regularly monitor progress of such works and requisite funds must be ensured. Any shortfall should be reflected timely to Board.	All CMEs
1.2	Premium trains are becoming very popular among passengers. As the name suggests, on-board facilities in these trains should also match. EDME/ Coaching should move a note through MT to CRB for providing new LHB rakes for running premium express trains.	EDME/Chg
1.3	Maximum cases of punctuality loss are on account of brake binding but detailed investigations are not being done. Railways to take necessary preventive actions to revert the trend.	All CMEs
1.4	Prescribed modifications in coaches should be done without any deviation. Certain number of coaches should be targeted for undertaking all prescribed modifications and accordingly all coaches should be covered in a phased manner.	All CMEs
1.5	Liquid soap in toilets – Trains covered under OBHS should not run out of liquid soap as the same has been mandated in OBHS guidelines. Railways to monitor. On other trains, suitable capacity dispenser should be provided or coach attendants be provided with additional quantity for top up, in line with present system of providing spare tissue rolls to them.	All CMEs
1.6	Railways may experiment with use of disposable towels in lieu of current hand towels on certain trains and give feedback to Board. Use of social media can also be made to assess passengers' response.	All CMEs
1.7	Despite instructions from Railway Board and regular follow up, Railways are still operating overaged diesel locos as inferior. All railways to take necessary actions for timely condemnation of overaged and unsafe locos, workout requirement of locos for shunting/ inferior services with traffic department and advise Board.	All CMEs
8	To reap the benefits of dynamic braking, all diesel locos to be maintained in good fettle and all loco pilots should be counseled for its maximum use. This will improve the reliability of rolling stock and reduce running time in the sections.	All CMEs

S.No.	Points	Action by
1.9	RDSO should take holistic view before advising any design change in rolling stocks and also inform Railways the reason and logic behind the suggested modification.	DG/RDSO
1.10	Keeping pace with Traffic requirement and advantages of fuel savings, Railways should plan for replacement of short distance, loco hauled passenger trains with DEMUs. Additional locations identified by Board should be developed for maintenance of DEMUS.	All CMEs
1.11	Instructions of Railway Board regarding CC rakes should be strictly followed.	All CMEs
1.12	Prevention of Wagon damages must be a personal agenda point of CMEs. This was very important since embedded empties are increasing and Railways do not have unlimited repair capacity.	All CMEs

2. Address of AM/ ME :

S.No.	Points	Action by
2.1	HODs when on inspection of any of unit must 'Audit' one activity on each visit to bring about quality improvement.	All CMEs
2.2	All workshops and diesel sheds should have Integrated Management System (IMS) – for Quality, Environment, and Safety in place of processing separately for ISO 9000 / ISO 14000 and OHSAS 18000 standards.	All CMEs
2.3	PMO is monitoring all projects/ items of national importance, for which monthly position is being sent. Zonal Railways must also keep updated positions and monitor progress on regular basis.	All CMEs
2.4	Social media has given new access to lodge complaints. We should look at it in a positive way so as to use this opportunity to critically examine systems and rectify the weaknesses, if any. Acknowledge the complaints and take immediate action.	All CMEs
2.5	All wagons to be converted to twin pipe during POH and such rakes must be flagged in FOIS for easy identification. Integrity of these rakes must be ensured which will enable to run these trains at higher speeds.	All CMEs

Discussion on Agenda Items

3. TRACTION ITEMS

S.No.	Points	Action by
3.1	Punctuality performance of Diesel locomotives: There has been an overall improvement of 5.2% in punctuality performance of Diesel Locos for the period April to Sep' 2014 in comparison to same period last year. However, performance of some sheds have deteriorated viz. PUNE, KYN, UDL, PTRU, LDH, JHS, BGKT, ERS, GY, MLY, KGP, KJM, UBL, RTM, VTA & NKJ. Railways to take necessary action to improve the trend.	All CMEs
3.2	Transfer of MG locomotives from NFR & NER to other Railways: SR, NWR and WR running overaged MG locomotives in their system were advised to depute their staff to NFR where MG diesel locomotives have been rendered surplus due to gauge conversion.	CMEs SR, NWR, WR
3.3	Planning for maintenance of DEMUs: Coaching depots at ROHA/ CR, SPJ & BRKA/ ECR, MTJ/ NCR, RBL/ NR, GTL/ SCR, ADA & JSG/ SER, ET/WCR and RTM/ WR are identified for maintenance of DEMU rakes. DEMU rakes will be allotted in next 3 months at these locations. Railways should plan & send a report to Railway Board, clearly demarcating Supervisor & staff to be posted from Diesel Sheds & Coaching depots at these locations for comprehensive maintenance of DEMUs. Necessary infrastructural facilities may be planned expeditiously at these locations.	CMEs CR, ECR, NCR, NR, SCR, SER, WCR, WR
3.4	Operations: Railways were advised to list out trains with longer composition (20 coach and above) and provide HHP locos or Multiple Units in place of single loco. Railways to confirm number of trains identified and provided with HHP/MUs.	All CMEs
3.5	Condemnation of locos: Running of overaged locomotives is not only a safety hazard but also entails extra expenditure on fuel to the tune of Rs. 60 lakhs per loco per year. All Railways have shown progress, except NR, SCR and WR where it is moving at slow pace. Railways are advised to expedite action and submit progress in PCDOs.	CMEs NR, SCR, WR
3.6	Rationalization of fuelling pattern: Board had advised Zonal Railways to study and implement rationalization of fuelling pattern for Diesel Locomotives. It was advised to maximize fuelling from cheaper RCDs and to reduce consumption from costlier RCDs. In this regard, Railways shall submit the details of savings achieved on rationalization of fuelling pattern for the period from April to December 2014 and corresponding period of previous year.	All CMEs

4. COACHING ITEMS

S.No.	Points	Action by
4.1	Violation of RPC-4 guidelines will be viewed seriously by Board. Before introduction, extension, change in frequency of trains, prior consultation with Mechanical Engg. Department are mandatory as per the instructions issued by the Board. Their compliance has to be ensured.	All CMEs (O/L)
4.2	A complete review of the watering stations enroute and also the time available for watering has to be ensured. The issue has to be taken up with the Operating Department so that the watering for trains can be done after every 4-5 hrs. interval.	All CMEs (O/L)
4.3	The commissioning of the mechanized laundries at the CTS stations and the trains identified for OBHS has to be accorded the highest priority in view of the "Swachh Bharat Mission".	All CMEs (O/L)
4.4	The breakage of LHB wheels is a cause of concern. RDSO must quickly suggest the changes in the drawing and specification. Railways shall ensure that the wheels having shelling beyond the permissible limit are not allowed to run in service.	All CMEs (O/L), ED/Carr./RD SO
4.5	The progress of the RSP items particularly fire and smoke detection system has not been satisfactory. RCF, WR, ER & ECoR are requested to expedite.	Concerned CMEs
4.6	CME/ICF has indicated that the tender for Anubhuti Coaches will be finalized by the end of November 2015.	CME/ICF
4.7	The world class interior coaches being manufactured at CRWS/Bhopal should be expedited.	CME/WR & RCF, ED/Carr./RD SO
4.8	The problem of brake binding of coaches has led to repeated punctuality loss cases. The remedial measures suggested by RDSO should be implemented on priority.	All CMEs (O/L)
4.9	ICF and CME/WCR have raised the subject of third party inspection. In view of disagreement in the group, it was decided the present system will continue and CMEs of Railways are already authorized to permit consignee inspection or Work Test Certificate as and when considered necessary by them.	All CMEs, ED/Carr./RD SO

5. FREIGHT ITEMS

S.No	Points	Action by
5.1	CRSE/ECR informed that a large number of BOBRN wagons were running overdue for POH and workshops were reluctant to accept BOBRN. ECoR has also a large accumulation of POH BOBRN wagons. Jamalpur, Kharagpur, Rayanapadu, Raipur and Jhansi workshops should step up their BOBRN outturn.	CMEs/ ER, SER, SCR, SECR,NCR, ECR, ECoR EDME/W
5.2	CRSE/ECR requested for adequate funds to carry out twin brake conversion of BOXNHL wagons.	EDME/W
5.3	CME/NCR informed that there was heavy accumulation of BRN wagons which were sagging within 6-8 years of service. RDSO to examine these wagons in Jhansi and suggest a solution.	EDS(W)/ RDSO
5.4	CME/WCR highlighted that there were a lot of overdue ROH BOXN wagons in Premium rakes. All ROH depots should step up their ROH of BOXN wagons.	All CMEs
5.5	CME/WCR suggested that for BOXNHL wagons in Open Line a repair procedure should be evolved for fitting patches using huck bolts. RDSO to examine.	EDS(W)/ RDSO
5.6	CRSE/SECR said that a large number of BOXNHL CC rakes of Bhilai were running overdue. CME/WR mentioned that BCNHL CC rakes were being run on multiple intensive BPCs and getting lost. MM gave directions that the instructions of Rly. Board regarding CC rakes should be followed strictly.	All CMEs EDME/Frt
5.7	Traffic Dte. of Railway Board has issued instructions on 24/7/14 for eliminating overdue running of CC/Premium rakes. FOIS reports RB471 and RB 474 give daily position of overdue CC/ premium rakes running on any railway as well as CC / premium rakes loaded beyond 30/12 days. These reports need to be checked daily Divisional and HQ level.	All CMEs
5.8	EDS (W)/RDSO informed that several New Designs of Freight Stock were finalized by RDSO recently including Autocar wagon, steel coil wagon, parcel van, brakevan on Casnub bogie, 25t wagon, wagon for wide steel plates & salt wagon.	All CMEs EDS(W)/ RDSO
Discussion on Wagon Damages		
5.9	The Action Plan issued by Railway Board on 8/10/12 to reduce wagon damages should be implemented. JPOs for recovery of damages should be issued by all Railways.	All CMEs
5.10	On observing figures of penalties raised in 2013-14 & 2014-15 it appears that some Railways have not conducted adequate checks. In few railways realization against penalties is less. All Railways need to take strong deterrent action (number of checks conducted and penalties raised should be reported in monthly MCDOs).	All CMEs EDME/Frt

S.No	Points	Action by
5.11	Improvement in infrastructure like provision of rail fencing, high platform, high drivers cabin, conveyors and wagon loaders and tipplers, should be implemented.	All CMEs
5.12	CME/WR informed that heavy damages were observed in wagons received from sidings of NWR. CME/NWR mentioned that such sidings had tipplers and apparently these wagons were coming as embedded empties to NWR. CRSE/SECR said that they were sending daily sms of damages to concerned Railway. It is essential that a mechanism should be set up in each Division to trace back the sidings where damages have taken place and report to the concerned Sr.DME so that the culprit sidings are penalized.	All CMEs
	Discussion on "C" category repairs	
5.13	ECR and WCR reported that a large number "C" category wagons were being passed on by Rlys and were congesting MGS and NKJ. Out of 10 points identified for this work by Railway Board in 2007, only Adra, Bhilai and Hubli are doing such repairs. SCR is also carrying out these repairs in their ROH depots.	All CMEs
5.14	The works sanctioned for 'C' category wagon repairs in MGS, NKJ and JTJ should be expedited.	All CMEs EDME(P)
5.15	ECoR should send a proposal for unloadable repair facility in Vishakapatnam.	All CMEs EDME(P)
5.16	Other points nominated (Andal/ER, TKD/NR) as well as other major Freight depots where unloadables are arising (eg BSL) also need to plan to do unloadable repairs.	All CMEs EDME(P)
5.17	"C" category repairs were earlier carried out by Wagon Workshops but due to overall shortage of POH capacity, this workload is transferred to Open Line. An EDs Committee of Railway Board consisting of EDME/Frt, Adv.TT (M), ED/Plg and EDFX-1 has recently recommended that in case of staff shortage Railway PSUs may be utilized to carry out "C" category repairs.	All CMEs
	Presentation by EDME(Frt.)/Railway Board	
5.18	The ROH outturn in 2013-14 was 8% higher than 2012-13. In the current year the ROH outturn (upto Sept. 2014) is 3% higher than last year.	All CMEs
5.19	For increasing ROH capacity, ROH depots at Gonda (NER) and Phulera (NWR) need to be developed quickly.	CME/NER CME/NWR EDME(P)
5.20	MGS, Bhilai & NKJ (for BOXNHL) and WR (for BCNHL) should make all their CC rakes twin pipe @ 1 per day.	CMEs/ECR, SECR, WR, WCR

S.No	Points	Action by
5.21	The current sanction of Rs.10,000/- per wagon for twin pipe conversion under RSP requires to be suitably enhanced.	DME/P-I
5.22	All wagon workshops should carry out twin pipe conversion and BCNHL wagon door modification, wherever required, for BOXNHL and BCNHL wagons received for POH.	All CMEs EDME/W
5.23	WR and SCR need to complete their sanctioned RSP work for BCNHL door modification at the earliest.	CMEs/ WR & SCR
5.24	RDSO is putting their analysis of hot axles and Train Partings on their railnet website every month. These analysis should be reviewed at HQs level once a month so that performance of workshops can be improved.	All CMEs EDS(W)/ RDSO
5.25	All instructions on reducing hot axles and train partings as well as innovations done in railways are available on the website at indianrailways.gov.in /railway board/ directorates/ mechanical engg./ circulars/ freight.	All CMEs

6. WORKSHOP ITEMS

S.No	Points	Action by
6.1	The CMEs were exhorted to once again review and plan a capacity addition of at least 10-15% each year for both AC coach POH and wagon POH capacity.	All CMEs
6.2	Several sanctioned works related to capacity addition for wagon, and LHB coach POH are progressing at a dismal pace and need to be expedited. The LHB population is expected to rise substantially in the coming years and CMEs must plan for catering to LHB coach POH in their workshops progressively.	All CMEs
6.3	CMEs must ensure that wagons not due POH are not sent to the workshops prematurely. Such instances must be reported to Board.	All CMEs

7. PU ITEMS

S.No	Points	Action by
DLW		
7.0	DLW has started material procurement for WDG5 dual cab Locomotive manufacture.	CME/ DLW
7.1	CME/DLW requested that a Dy.CCMT be posted in DLW as non-availability is causing a lot of problems. DMW also requested for posting of a CMT.	AM/PU
7.2	It was mentioned that Dankuni is starving for orders so same needs to be given to them from DLW. AM/ME advised that the capacity could be utilized for other activities which need to be explored.	CME/ DLW CME/ ER
DMW		
7.3	DMW has developed very good facilities for repair of defective CNC machine cards and any Railway/Unit that needs such repair may send the cards to DMW.	All CMEs
7.4	It was requested that production programme for the current year, as well as for the next 3 years be issued urgently as this is affecting the outturn.	EDME/ PU
7.5	The committed expenditure for M&P being purchased by COFMOW is Rs. 45 crores. Further, Rs. 21 crores would be required by DMW.	EDME/ W
7.6	The proposal for implementation of ERP in DMW has been sent under PH-17 to Railway Board. This needs to be expedited.	EDME/ Dev.
7.7	It was mentioned that although MG Locos are getting condemned, a large number of traction motors and traction generators sent by zonal railways for rewinding are lying in DMW without any claimants. A policy decision is therefore required in this regard.	EDME/ Tr.
ICF		
7.8	ICF needs an additional Rs. 20 crores under PH-41 for procurement of machines approved under M&P programme.	EDME/ W
7.9	ICF also requested for an enhanced purchase grant of Rs. 1650 crores.	EDME/ PU
RCF/Kapurthala		
7.10	A mock of a fire exit door has been tested successfully last week and RDSO needs to inspect and approve the same.	EDME/ Chg., ED/ Carr./ RDSO
7.11	There are 7 works of RCF under PH-42 of which 3 are already closed and another 3 will also be completed this year. The remaining work will not be completed due to shortage of funds.	EDME/ Proj.
7.12	160 kmph rake will be ready in 2-3 days time, complete with a PI system and sliding doors. It was informed by CME/NR that the process for sanction of CRS has already been initiated.	CME/ NR CME/ RCF

S.No	Points	Action by
7.13	A tender for the 200 Kmph rake will be opened by December 2014 end and prototype is likely to be ready by May 2015. However, Rs. 10 crores would be required for turning out this prototype.	CME/ RCF ED/ Carr./ RDSO
7.14	It was requested that the allocation for purchase grant be increased. AM/ME asked all the units to send any additional demand formally for inclusion in the RE.	CME/ RCF
RCF/ RBL		
7.15	CME/RCF/RBL mentioned that there are a large number of vacancies of officers in RCF/RBL and as the production is now picking up, there is an urgent need for filling up these posts.	AM/ PU
RWF		
7.16	It was mentioned that production of Wheels & Axles in the first six months was low, however it is now picking up and RWF would be able to meet the proposed revised target. However the mould position is still not very comfortable.	CME/ RWF COS/ RWF
7.17	At present 2 furnaces out of 3 work at a time. It is now planned to work all the 3 furnaces together which will help in picking up the outturn. The maintenance of conveyors will be taken up in segments instead of shutting down the entire belt which will reduce the down time.	CME/ RWF
7.18	It was requested that retro-fitment of long forge machine be sanctioned under M&P as the replacement would take another 4-5 years.	CME/ RWF
7.19	It was suggested that the WTA meeting should be held in the last week of the quarter instead of the 1st week of the next quarter. This would reduce the gap in receipt of demand by RWF since it takes about 15 days for the minutes of the meeting to be cleared and dispatched.	Adv/ RS/ P
7.20	A proposal has been sent for sanction of excess over estimate for a secondary fume extraction system which needs to be expedited in Railway Board.	EDME/ W
Other issues		
7.21	In view of enhanced safety features, passenger comfort and higher speed potential, it was decided that ICF and RCF would switch over completely to manufacture of LHB mainline coaches in a time bound manner. The target date for switch over was set as 2018-19 for RCF/ Kapurthala and 2019-20 for ICF/ Chennai. Both the PUs to prepare road map/ action plan accordingly.	CME/ RCF CME/ ICF
7.22	Outturn of RCF/KXH has been much below the target which needs to be pulled up.	CME/ RCF
7.23	RCF/KXH was required to supply 200 LHB shells to RCF/RBL of which only 51 have been supplied so far. This needs to be expedited.	CME/ RCF CME/ RBL

