

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2015/M(L)/467/2

New Delhi, dated 20.07.2015

Chief Mechanical Engineers,
All Indian Railways.

**SUB: Punctuality and Safety performance of Diesel locos & Crew during
1st Quarter of 2015-16.**

During the first quarter of 2015-16, 1114 direct and 1110 indirect cases totaling to 2224 were logged on Diesel loco & Crew account. Analysis of direct punctuality loss cases on Category and system wise failure of diesel locos was put up to Board (MM) and his observations on the performance are as under;

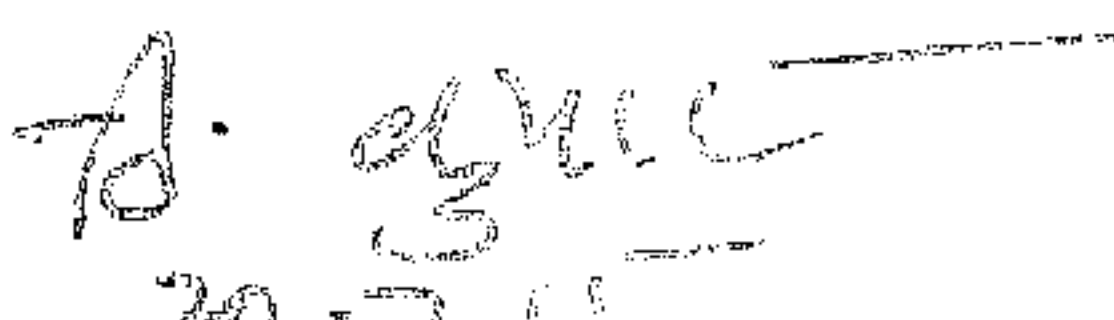
- (i) *All cases logged have to be analyzed. If any wrong cases of logging are noticed by the field, the same may be got corrected by the concerned. If they fail to do so, it is their problem and have to answer for it as well.*
- (ii) *Sr.DMEs/ Power or equivalent are responsible for getting any corrections in case of Diesel locos/ DEMUs as well, after talking to Sr.DME/ Dsl.*
- (iii) *Sr.DME/Dsl. would be responsible for taking action on loco troubles. For wrong logging, they must get in touch with the Sr. DME/ Power.*
- (iv) *The classifications of asset failures is too generic at times. ESD is not a cause but effect. The cause could be logged appropriately, likewise, Power Ground is also an effect rather than a cause. Also cause 'H' (No power to TM/ LM=0/ Throttle not responding).*
- (v) *We need to go to the root cause of failures and then take corrective action.*
- (vi) *Sheds in S.C.Rly have generally done well. LKO, JHS, BGKT and NKJ need special attention.*

2.0 In this regard, all Zonal Railways are advised to take following action to reduce the punctuality loss cases on Diesel loco & Crew account;

- (i) All cases logged on Diesel loco account should be analyzed thoroughly for its root cause and remedial action be taken accordingly.
- (ii) Wrongly logged cases shall be got de-logged by concerned at appropriate time.

- (iii) All loco pilots should be educated on latest developed equipments, modifications, cab changing procedure of Dual cab locos, train dynamics and important of punctuality of trains.
- (iv) Feedback reported by Loco Pilots after train working, should be addressed and intimation to LPs should be sent.
- (v) Power controllers and crew controllers should be advised for taking prompt / timely action in regards to failure and late running of trains.
- (vi) All design related failures of Diesel locos should be intimated to RDSO for corrective action. Railways may also send their innovations, local modifications etc. to RDSO for further study and development.
- (vii) RDSO should device a mechanism for analyzing the failures of Diesel locos and remedial action to be advised to Zonal Railways regularly.
- (viii) Each case of coaching loco failure should be investigated and root cause should be found. Monthly report should be send to the undersigned listing such cases and the cause found for each.
- (ix) Sr. DMEs of the sheds should regularly interact with other sheds/ Rlys. to share good maintenance practices. Internal audit of sheds should be conducted.
- (x) Audit by external officers from other Railways' should also be done. Instructions were already issued to Zonal Railways, DLW, DMW and RDSO for holding technical seminars on reliability of HHP and ALCO locomotives vide Board's letter no. 2015/M(L)/467/1 dated 29.06.2015. Further inter Railway audit should also be conducted by Sr.DMEs along with two SSEs one each from Mechanical and Electrical side, details and time line would be issued by DME (Tr.) separately.
- (xi) CMPEs of CR, NR, NCR, NER, NWR and WCR should submit detailed action plan for improving the trend of all statistical failures of Diesel locos maintained at their sheds, report should be submitted to Board by 31st July 2015.

Zonal Railways are advised to take necessary action on the above with intimation to this office.


20-7-15
(Vivek Kumar)
Exec. Director Mech. Engg. (Tr.)
Railway Board

Copy to : EDS (MP), RDSO, Lucknow