

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2015/M(L)/466/19

New Delhi, dt.17.11.2016


**General Managers,
All Indian Zonal Railways.
Diesel Locomotive Works, Varanasi.
Director General, RDSO, Lucknow.
CAO, Diesel Loco Modernisation Works, Patiala.**

Sub: Minutes of CMPEs Conference held at Railway Board on 14.11.2016.

Minutes of CMPEs Conference held at Railway Board on 14.11.2016 is enclosed herewith.

All concerned are advised to take necessary action accordingly and submit compliance to Railway Board by 01.12.2016 positively.

DA: As above.


17/11/16
**(Alok Kumar Misra)
Dir. Mech. Engg. (Tr.)
Railway Board**

Copy to:- PPS/ MTR: For kind information of MTR.
CEE, All Indian Zonal Railways.
CMEs : DLW, DMW.
EDS(MP), RDSO, Lucknow.

Minutes of Meeting of CMPEs' Conference held at Railway Board on 14.11.2016

A. **DME(Tr.)** welcomed all the participants.

B. Address of EDME(Tr.)

S.N.	Address	Action by
1.0	Although there is an overall improvement in reliability of diesel locomotives over last year, in absolute numbers failures are still high. Repeated failures like Engine Shut Down, Power Ground, and Load Meter Zero on HHP and ALCO locos are reported. RDSO prepared an action plan for reliability of HHP locomotives and circulated to all concerned. Necessary action to be taken for improvement in reliability.	ZRlys.
2.0	All diesel loco failures should be analysed for its root cause by CMPEs and updated on RDSO portal.	ZRlys RDSO
3.0	DLW and DMW should also contribute in increasing reliability by way of better workmanship and improved quality.	DLW DMW
4.0	Diesel Operation is a neglected area on IR. Loco links should be followed by Railways. Mislinks and Goods in Passenger and link failures should be monitored by HQ level.	ZRlys
5.0	Hon'ble MR has set a target of Rs 1500 Crores on Fuel savings for 2016-17. Loading has gone down but fuel issues have gone up in the current year (upto 11 th Nov) by 0.92% when compared to same period last year. Fuel price has also gone up by 10%..	ZRlys
6.0	High fuel consuming overaged 83 ALCo locomotives, being used for inferior services should be condemned early.	ZRlys
7.0	Utilisation of APU is only 53% of favourable hours, Railways have to do much better. Fitment of APU should be expedited.	ZRlys.

C. Address by Adviser L (RS).

S.N.	Address	Action by
1.0	Right powering of trains is must. We are aiming at increasing average speed of trains @ 5 kmph per year . Mobility Dte. has examined the freight traffic pattern on selected Zonal Railways and divided it in three groups. Group I: ECoR, SECR, SER, Group II- ECR, ER, NCR & III-SCR, CR. Freight electric loco deployment has been issued by Mobility Dte. on these groups. Similar policy for Diesel locomotives needs to be issued by Mobility Dte also. All Railways should provide necessary inputs to them for working out requirements of Diesel locos for right powering.	RB ZRlys.
2.0	Electrification works are going on, Diesels released from these areas may be utilised for right powering of trains effectively.	ZRlys.
3.0	Trains having more than 21 coaches should be provided with MU's for better acceleration and increasing sectional capacity	RB ZRlys

S.N.	Address	Action by
4.0	Adequate no. of Loco Pilots & LIs must be trained on dual traction for smooth change over.	ZRlys.
5.0	Marhowra project will be ready by 2018. Benchmark given in specification of these locos are to be studied by all and try to implement on existing fleet to improve reliability.	DLW DMW RDSO

D. Address by Member Traction.

S.N.	Address	Action by
1.0	Scenario has changed since August 2016. More than 100 days have passed, let us not be complacent about failures. No comparison should be done with last year but analysis should be in absolute terms.	ZRlys. DLW RDSO
2.0	Action plan issued to Railways but results are not very encouraging. Management of failure is equally important. Lot of time is taken after failure, effort must be to minimise time taken.	ZRlys.
3.0	Exchange ideas with nearby Electric Loco shed to improve reliability of diesel locos. Sharing of knowledge is must	ZRlys.
4.0	Railways have highlighted issues with DLW and RDSO for which more inputs are required to improve reliability.	DLW RDSO
5.0	Safety in train operation is one of the thrust area. All accident cases should be thoroughly investigated for root cause and remedial action be taken	ZRlys.
6.0	Diesel organisation at Divisional level should be strengthened. Exclusive officers must be posted. All Railways should send their organizational set up at Zonal Railway to Board for review.	ZRlys. RB

E. Discussion on agenda items.

S.N.	Discussion	Action by
1.0	Punctuality Performance	
1.1	Overall scenario of punctuality performance of diesel locomotives was discussed. ECoR, CR, NR, ECR has shown deterioration in Indirect cases. Sheds performance below IR average were highlighted. System wise failures discussed. Contribution of HHP locomotives is high in punctuality cases.	ZRlys.
2.0	Reliability of Diesel Locomotives	
2.1	Adv. L (RS) has suggested that EDMP/ RDSO to exchange ideas with EDSE/RDSO for changing electrical and electronic components on age cum condition basis.	RDSO
2.2	NWR reported that Powerpack failures have increased.	DLW

S.N.	Discussion	Action by
2.3	Maintenance of passenger locomotives shall be rationalized similar to electric locomotives and RDSO shall study and make recommendations to Railway Board.	RDSO
2.4	Replacement of Rectifier insulation tubes of Traction Alternators (ALCo) is affected due to BHEL's inability to supply the materials. Zonal Railways shall carry out the modification without waiting for BHEL's input.	ZRlys.
2.5	CCB failures in HHP / ALCo locomotives are higher compared to conventional IRAB system. RDSO explained the efforts being made with OEM. All efforts shall be made to bring down the failures of CCB in shorter time-frame.	RDSO ZRlys.
2.6	RDSO should develop sources for repair and rehabilitation of Traction Motors similar to the electric locos.	RDSO
2.7	Turbo supercharger : Zonal Railways should follow the turbo supercharger fitment procedure specified in Design Bulletin No. DB/01/2015/26 dated 11.05.15 during 3 yearly and 6 yearly schedules. They should also measure and record lube oil pressure at turbo out-let during 180 days schedule and maintain record in the format specified in the above Design Bulletin.	ZRlys.
2.8	Power assembly : Zonal Railways should ensure following practices during yearly schedule : i. Power assembly fasteners torquing ii. Valve timing setting & its recording iii. Piston cooling pipe alignment iv. Lead wire measurement for the clearance between Piston crown and Cylinder head & its recording v. Measurement of temperature of lube and cooling water into engine & its recording vi. Compression pressure & its recording	ZRlys.
2.9	Traction Motor : Zonal Railways should enter into contracts for overhauling/ repairing of HHP TMs, at their end, as per their requirements. If any assistance is required, they may approach SWR as they have already started doing HHP TM overhauling/ repairing by outsourcing it.	ZRlys.
3.0	System improvements/ Innovations	
3.1	New technical features of the new locos, being built at GE/Marhowra plant, shall be studied for adoption in the locos built at DLW.	DLW RDSO ZRlys.
3.2	MP Dte. and Electric Loco Dte. shall share the good practices and learn from each other and this would bring down the failures in the TCC & Traction Motors in diesel locos. EDMP & EDSE shall co-ordinate in sharing of good practices.	RDSO
3.3	Dust ingress due to use of the MS pipes in air brake system has been highlighted by many Zonal Railways. DLW shall switch over to	RDSO

S.N.	Discussion	Action by
	stainless steel pipeline for air brake system as followed in ABB electric locos. DLW was advised to obtain details from CLW and RDSO and provide stainless steel pipe on Diesel locomotives as done in Electric locomotives.	
3.4	Procedure for cab change in dual cab locos shall be studied by RDSO and the procedure shall be simplified by taking inputs from the electric locos.	RDSO
3.5	Zonal Railways complained on poor performance of air dryers. RDSO shall study and benchmark performance of different makes.	RDSO
3.6	As the loco holding is increasing, sheds are finding it difficult to cope up with work load. Items like Compressor shall be given on AMC similar to electric locos. RDSO may study the items outsourced in electric locos for implementation in diesel locos.	RDSO
3.7	Fuel Pump Motors failures in ALCo locomotives is higher compared to HHP locos. DMW/ POH Shop shall switch over to EMD type Fuel Pump Motors in ALCo locomotives in all RB/POH locomotives.	DMW ZRlys.
3.8	Good work done by NFR in TCC maintenance shall be shared by CMPE/NFR to all Zonal Railways.	NFR ZRlys.
3.9	Failures of cylinder liners in HHP is a great cause of concern. A team consisting of Dy.CDE/Engine/ DLW, Dir/EM/RDSO, IIT/Kanpur and ARAI/Pune shall jointly study the problem and DLW shall co-ordinate.	DLW
3.10	RDSO brought out best performing sheds sub-system-wise in its presentation. The good maintenance practices followed by the best performing sheds shall be shared to all within a time-frame of one week.	RDSO ZRlys.
3.11	To increase the average speeds of passenger/ goods trains, right powering of trains is essential. MoU shall be signed between CMPE & CFTM in Zonal Railways as being done in electric traction. EDME/Traction may co-ordinate with Mobility Dte at Railway Board level.	ZRlys. RB
3.12	The Repair Contract Schedules shall be jointly prepared by RDSO and PUs by taking views of OEMs.	RDSO DLW DMW
3.13	Long lead time required by M/s EMD and M/s Siemens for supply of individual axle control AC-AC system is not acceptable. RDSO shall modify the specification quickly and enforce M/s EMD and M/s Siemens for supply of individual axle control AC-AC system.	RDSO
3.14	Blockage of oil path is causing starvation of lubrication in PE end bearings in Traction Motors. RDSO informed that grease lubricated traction motors are under trial at Andal shed. Design issues shall be frozen early for fitment of grease lubricated bearings.	RDSO

S.N.	Discussion	Action by
4.0	Organisational structure	
4.1	Transition from diesel to electric traction shall be smooth with adequate planning of training of inspectors and crew.	ZRlys.
4..2	ECR has done a commendable job of eliminating line boxes for LP/ALPs and other Zonal Railways shall emulate. Disparities in the line box allowances between LPs and Guards shall be studied and resolved.	RB
5.0	Warranty/ AMC issues	
5.1	WR has suggested taking note of penalty clause for warranty failure of equipment of EMU contracts.	DLW RDSO
5.2	AC-AC traction control system : AMC of AC-AC Traction Control System for 3 years after procurement is covered in the purchase orders placed on the vendors. Now many systems have completed 2 years of warranty plus 3 years of AMC.	DLW RDSO
5.3	Zonal Railways should enter into a rate contract for extension of AMC with the suppliers of the AC-AC Traction Control System.	ZRlys.
5.4	RDSO to study and tighten penalty clause as a deterrent.	RDSO

The meeting ended with thanks to the Chair.

F. All concerned are advised to take necessary action accordingly and submit compliance to Board's Office within 15 days (by 01.12.2016).

G. List of participants.

SN	Name (S/Shri)	Designation
1.	A. K. Kapoor	MTR/RB
2.	Sudheer Kumar	Adv. (Elec)/RS/RB
3.	Vivek Kumar	EDME/Tr./RB
4.	Alok K Misra	DME/Tr./RB
5.	Ajay Goswami	DEE/RS/RB
6.	S Murali	AME/Tr./RB
7.	C M Rao	ED/MP/RDSO
8.	P Srinivasu	Dir/MP/RDSO
9.	Anil Kumar Singh	CDE/DLW
10.	S K Singh	CME/P /DLW
11.	Praveen Kumar	Dy. CQAM/DLW
12.	Md. Israr Ali	Dy. CDE/ TC/ DLW
13.	Ravi Kumar	CWE/R/DMW
14.	S.K.Jain	CMPE/CR
15.	B. Moitra	CMPE/ER
16.	Rajiv Kumar	Dy. CME/Dsl/ECR
17.	B.K.Rath	CMPE/ECoR
18.	Pradeep Kumar	CMPE/NR
19.	Neeraj Gupta	Dy CME/Dsl/NR
20.	Ashok Kumar Misra	CMPE/NCR
21.	P.K.Sharma	Dy CME/Dsl/NER
22.	P K Mishra	CMPE/NFR
23.	R C Meena	CMPE/NWR
24.	S.K.Paswan	CMPE/SR
25.	P Ravi Kumar	CMPE/SCR
26.	P. K. Mandal	CMPE/SER
27.	N K Barnawal	CMPE/SECR
28.	Shyamadhar Ram	CMPE/SWR
29.	Uday Borwanker	CMPE/WR
30.	Mukesh Yadav	CMPE/WCR
31.	S.K.Singh	Dy.CME/Dsl/WCR
