

*Pl. issue
16/8/10*

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2009/M(W)/814/35/Safety

New Delhi, dated 13.08.10

The Chief Mechanical Engineers
All Indian Railways.

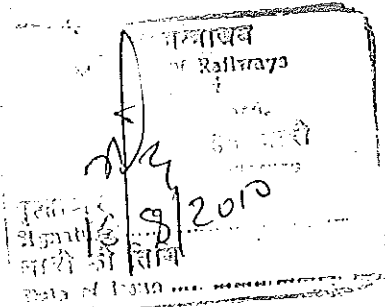
The Exec. Director/Carriage
R.D.S.O.
Lucknow.

Sub: Minutes of the CWM's meeting held on 6.8.10.

Please find enclosed a copy of the minutes of the CWM's meeting held on 6.8.10 at Railway Board for information and necessary action.

DA: As above.

V Kumar
13.8.10
(Vinod Kumar)
Jt. Director Mech. Engg. (P) I
Railway Board.



**MINUTES OF THE CWMs' MEETING (COACHING WORKSHOPS) HELD
ON 6.8.2010 AT RAILWAY BOARD**

OFFICERS PRESENT

RAILWAY BOARD (S/Shri)

Sanjiv Handa, MM
A.K. Nigam, AM(PU)
Sanjay Chadha, EDME(W)
A.K. Singh, EDME(Chg.)
Vinod Kumar, JDME(P)I

RDSO

D.K. Agarwal, ED/Carriage
K.K. Rawat, DD/Carriage

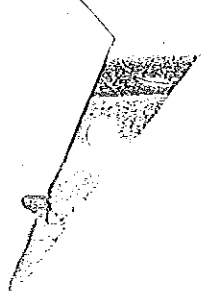
WORKSHOPS/RAILWAYS (S/Shri)

A.K. Tewari, CWM/MTN/CR
A.K. Pandey, CWM/LLH/ER
A.M. Singh, Dy.CME/MCSW/ECOR
Jitender Singh, CWM/AMV/NR
B.K. Paswan, CWM/JUDW/NR
Rajesh Kumar, CWM/GKP/NER
N.S. Meena, CWM/AII/NWR
S.D. Meena, CWM/JU/NWR
Shyamadhar Ram, CWM/PWP(C)/SR

M. Ravindran, Dy.CME/PWP(L)/SR
L. Shanmuganandan, CWM/GFC/CR
M.N.N. Sharma, CWM/LLGD/SCR
A.V. Kumar, CWM/TPTY/SCR
P.K. Purohit, CWM/MYSS/SWR
Amitava Chaudhry, Dy.CWM/UBL/SWR
S. Toppo, CWM/KGP/SER
Surbhit Mathur, CWM/PL/WR
Atul Priyadarshi, Dy.CME/AMV/NR

MM'S ADDRESS:

- a. MM expressed his concern over the recent spate of failures of headstock, draw bar assembly and sole bar in coaches. All the workshops were advised to lay stress on the quality of repairs specially in the under gear areas which have wide safety implications. Super checks need to be carried out by officers specially nominated for this.
- b. The workshops which are undertaking mid life rehabilitation/ refurbishing of coaches should turn out a quality product. A photograph of stripped coach should be preserved for future reference by the workshops.
- c. All the corrosion repair diagrams of last six years should be digitized within next two months' time and must be shared with other workshops as and when the coach is sent there for POH.
CWMs should give feedback regarding welding electrodes to RDSO for undertaking a proper review. RDSO may undertake a review of the welding electrode specification based on the feedback from the zonal Railways. As a long term measure, shops should switch over to CO2 welding to cover maximum welding areas. An index of requirements vis-à-vis present availability of CO2 welding machine available in the



workshop should be compiled and action should be taken to bridge in the gap either within GM's power or Board's M&P.

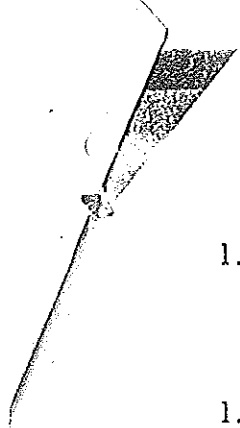
- e. Manipulators and fixtures for manufacturing headstock should be made available in all the workshops within the next 3 months' time.
- f. Workshops should evolve as a manufacturing/rebuilding hub in future. Activities like mid-life rehabilitation of coaches, rebuilding of wagons, manufacturing of wagons, manufacturing of bogie frames and other components etc. should be planned in IR workshops.

AM(PU)'S ADDRESS:

- a. AM(PU) mentioned that the failures of headstock, draw bar and sole bar in coaches indicates a deteriorating trend. Necessary action must be taken by workshop incharges to reverse it.
- b. Workshops like Tirupati, Lallaguda and Kanchrapara which are undertaking DEMU/EMU/tower car should be self-sufficient in POH of DPCs/motor coaches also. Necessary action should be taken by these workshops to undertake POH of complete units from the year 2011-12. Adequate unit exchange spares like power pack of DPC, tower car engine must be asked through RSP so that there is minimum detention to rolling stock during POH.
- c. Different RSPs provided to the workshops for improving the condition of coaches should be used compositely in the single coach selected for refurbishment so that a noticeable improvement is visible in that particular coach.

1. DISCUSSION ON THE QUARTERLY REPORT OF NEUTRAL CONTROL ORGANISATION:

- 1.1 The quarterly statement submitted by NCO/IRCA on various defects related to under gear during pre-examination by NTXR in workshops was discussed. CWMs mentioned that the high number of defects indicated by NTXR is due to the fact that coaches are still undergoing repair at the time of NTXR examination leading to so many defects being reported though finally they are turned out in a defect free manner. It was agreed that only those coaches should be offered which are ready in all respects so that a meaningful feedback is received through the figures conveyed by IRCA. A system needs to be institutionalized in the workshops.



1.2 CWMs mentioned that availability of material is an issue which affects the quality of the POHed coach and also leads to higher number of rejections by NTRX.

1.3 IOH of complete coaches instead of bogies as stipulated by Board in Northern, Eastern and South Western Railway is leading to bunching in workshops which is affecting the lifting capacity in the workshop. Action has to be taken to stop the practice of sending complete coach for IOH instead of taking unit exchange bogies for IOH in open line.

2. EN ROUTE COACH DETACHMENTS ON ACCOUNT OF HEADSTOCK/SOLE BAR/DRAW GEAR WORKING OUT:

2.1 The figures for the last four years indicate that the en route detachment of coaches on account of headstock/sole bar/draw gear working out has shown a deteriorating trend. Following points emerged during the course of discussion:

a. CWM/Kharagpur mentioned that more repairs are required in headstocks in 89-99 vintage coaches.

b. It was commonly agreed that the critical issue involved is quality of welding and workmanship during corrosion repair of headstock, sole bar and draw bar housing. CWMs were requested to draw up an action plan to monitor quality of welding more stringently.

c. As is the practice in most of the workshops, it was decided that corroded inner headstock should be replaced by a composite headstock. Only in cases where the outer headstock needs to be changed, it should be done as prescribed by RDSO.

d. RDSO instructions for corrosion repair of coaches (C-7002) should be strictly followed.

e. Manipulators and fixtures for manufacturing complete headstock should be developed in all the workshops. The facility for CO2 welding should also be developed in all the workshops.

f. It was pointed out by CWMs that there is a difference in ICF drawing and RDSO specification for the material to be used for repairs in headstock, sole bar etc. In sole bar repair, some workshops are also using mild steel whereas RDSO specifies only Corten steel. Railways must get in touch with RDSO to resolve these issues.

g. CWM/Lower Parel pointed out that shop is experiencing difficulty in using 'D' class electrode (specified by RDSO) due to heavy smoke and spatter. All the workshops will give a feedback to RDSO to undertake a review of welding electrodes by RDSO.

h. Only 'A' grade welders should be used for repair of critical areas like headstock, sole bar, draw gear etc. Training of welders should be undertaken as per IS-7310 and they should be continuously graded in categories.

3. **QUALITY OF POH IN VIEW OF 18-MONTH POH PERIODICITY:**

Since the coaches are now touching workshops at an enhanced interval, it has become all the more imperative to ensure quality of repairs in the coaches. Corrosion repair diagrams should invariably be preserved and past records should be connected while undertaking corrosion repair in subsequent POHs.

4. **REVISION OF C-7602 (INSTRUCTIONS FOR CORROSION REPAIR OF ICF/RCF COACHES):**

The draft instructions for corrosion repairs of ICF/RCF built BG coaches have been circulated by RDSO for comments by the Railways. RDSO requested the CWMs to give their comments so that the revised manual is issued at the earliest. All the CWMs confirmed that comments would be sent soon.

5. **OTHER ISSUES:**

CWMs were asked to assess wheel supply to open line depots by workshops both before and after commencement of 09 month IOH of bogies in workshops. It needs to be assessed that as to what extent has the requirement of wheel turning of coaches in open line reduced after the introduction of 9 months IOH. Average life of a wheel after introduction of 9 month IOH (unit exchange bogies) in workshops is also to be assessed and advised to Railway Board.