

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

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

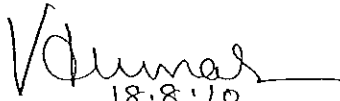
New Delhi, dated 18.08.10

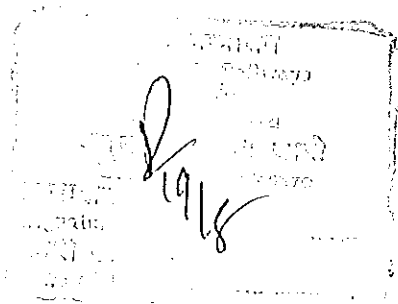
The Director Wagon/Interchange
I.R.C.A.
DRM Office, Annexe Accounts Bldg.
State Entry Road
New Delhi -110055.

Sub: Minutes of the meeting held with NCO on 10.8.10.

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

DA: As above.


18.8.10
(Vinod Kumar)
Jt. Director Mech. Engg. (P) I
Railway Board.



MINUTES OF THE MEETING HELD WITH NEUTRAL CONTROL ORGANISATION (NTXR) ON 10.8.2010 AT RAILWAY BOARD

OFFICERS PRESENT

RAILWAY BOARD (S/Shri)

Sanjay Chadha, EDME(W)
Arvind Nautiyal, DME/CHG
Vinod Kumar, JDME(P)

NCO (S/Shri)

N.N. Mallik, NCO
V.N. Saha, ANCO
R.V. Vittal, ANCO and
NTXRs of HQ, GKP, PL, MCSW, LLH, KPA, AIW, MTN, PR, KGP, JUDW, AMV,
BPL, GOC, PWP(C), PWP(L), LGD, TPYS, UBL, MYSS.

1. Recent cases of failures of headstock, draw bar assembly and sole bar in coaches were discussed with NTXR. While appreciating the role of NTXR in ensuring quality outturn, it was made absolutely clear that no coach wanting in terms of safety should be permitted out of the workshop under any circumstances.
2. NTXR should examine only those coaches which have been offered by the workshop which have been completed in all respects especially the safety items. Inspections should be stringent.
3. The defects noticed during pre-examination should be duly brought to the notice of CWM/Dy.CME by having constant interaction with them and a meaningful feedback should be given to them at regular intervals.
4. NTXR should play a pro-active role in ensuring quality by keeping himself updated with latest instructions and circulars of RDSO/Board and good practices in other workshops. All copies of relevant circulars from Board and RDSO would be marked to NCO/IRCA who in turn will circulate it to all NTXRs.
5. It was mentioned by NTXRs that sufficient tools and gauges for checking various clearances in the coach/bogie are not being provided to them. Neutral Control Officer was asked to compile the list of workshops where such problems are being faced by NTXRs.
6. The instructions for examination of IOH of bogies (unit exchange) have been issued by Railway Board. It should be ensured that all the bogies

- given to open line as unit exchange spares are examined before dispatch. NCO requested to issue broad guidelines for checking the bogies as they are not available under loaded conditions.
7. The revision of C-7602 (instructions for corrosion repair of ICF/RCF coaches) has been circulated by RDSO. A copy was also given to NCO. The Neutral Control Organisation was asked to give its comments on the proposed points in the draft manual.
 8. It was mentioned that a number of local technical orders (LTO) have been issued by the zonal Railways. The Neutral Control Officer was asked to compile such LTOs and also forward it to Board for information.
 9. Based on their experience, it was mentioned by NTXRs that there are a number of cases of sole bar crack in VPHs. The issue needs to be seen by RDSO especially after the increase in carrying capacity of VPH from 18 to 23 tonnes.
 10. It was mentioned by NTXRs that certain necessary infrastructure facilities like pit and zero defect line should be made available to them for examination of coaches. It was advised that the requirement should be conveyed to workshop administration through constant interaction for development of these facilities if already not available.
 11. DME/CHG mentioned that NTXRs should ensure that coaches are turned out after POH only after restoration of longitudinal upper berth to its original location in GS and ACCN coaches wherever applicable.
