

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

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

New Delhi, dated 25.03.11

The Chief Mechanical Engineers  
Central Railway, Mumbai.  
Eastern Railway, Kolkata.  
East Coast Railway, Bhubaneswar.  
Northern Railway, New Delhi.  
North Eastern Railway, Gorakhpur.  
North Western, Jaipur  
N.F.Railway, Guwahati

Southern Railway, Chennai.  
South Central Railway, Secunderabad.  
South Eastern Railway, Kolkata.  
South Western Railway, Hubli.  
W.C.Railway, Jabalpur  
Western Railway, Mumbai.

The Exec. Director/Carr.  
RDSO, Lucknow.

Sub: Minutes of the meeting held with CMEs and CWMs of the  
coaching workshops on 8.3.11 at Railway Board.

Please find enclosed a copy of the minutes of the meeting held on 8.3.11 at  
Railway Board for information and necessary action.

This has the approval of Member Mechanical, Railway Board.

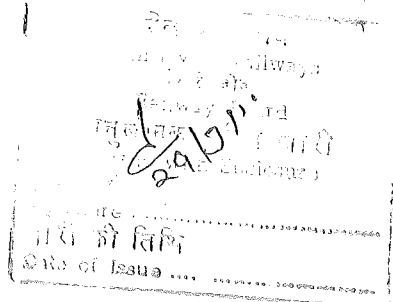
DA: Copy of the Minutes.

*V. Kumar*  
(Vinod Kumar) 28/3/11  
Jt. Dir. Mech. Engg. (P) I  
Railway Board.

Copy to: Chief Workshop Managers (Coaching Workshops)  
MTN/LLH/KPA/MCSW/JUDW/AMV/GKP/NBQ/DBWS/AII/JU/PWP(C)/  
PWP(L)/GOC/TYPS/LLGD/KGP/UBL/MYSS/PL/BPL

15/c

Please Recv  
29/3/2011



**MINUTES OF THE MEETING HELD WITH CMEs AND CWMs OF COACHING  
WORKSHOPS ON 08.03.2011 AT RAILWAY BOARD**

<b>1.0</b>	<b>ADDRESS BY MM:</b>	
1.1	While addressing the CMEs, Member Mechanical took a very serious view on the lack of initiative to improve quality of POH and cleanliness of coaches. It was explained in clear terms that an action plan based approach has to be adopted immediately to effect noticeable improvement. In case there is no perceptible improvement, responsibility needs to be fixed at the higher levels.	CMEs and CWMs
1.2	Whatever is done in the coach during maintenance should be adequately guaranteed. Complete attention should be given to the core areas of maintenance.	
1.3	There should be no deficiency in amenities and fittings at the time of turning out of coach after POH. The general upkeep and cleanliness of the coaches have to be maintained by the coaching depots. This should be done by superior contract management with adequate checks and balances.	
<b>2.0</b>	<b>ADDRESS BY AM(PU):</b>	
2.1	While addressing his concern over the quality of POH of coaches, AM(PU) stressed the need for complete cleanliness in the coaches being turned out of POH. Following areas were suggested on which the workshop in-charges must pay attention: i. Complete cleaning of the panels specially the marks of paint and extra adhesive. ii. Cleaning of light fittings, reflectors and fans, switches etc. iii. Thorough buffing of the wash basin and the toilet fittings to give them good shine. iv. Replacement of mirrors wherever the conditions warrant.	CMEs and CWMs
2.2	Items which are required to be painted must be removed from the coach and taken out before painting and refitted after painting. Painting should not be resorted to in situ as it leads to paint marks on adjoining areas.	
2.3	Normally, no patch work should be done on the panels. If at all a patch work is required to be done, the patch should be properly cut and made. If large patch works are required to be done on the same panel, then the panel should be changed. No patch work should be permitted at all in the rexines during POH.	
2.4	CME/C.Rly. mentioned that the condition of rexines in GS coaches is deteriorating after six months especially the corner portions where the flaking takes place. ED/Carr./RDSO will take a feedback from	

	the CMEs.	
2.5	AM(PU) desired that ED/Carr./RDSO should conduct a survey to ascertain the conditions of rexine in different types of coaches running on open line. CMEs should also send their suggestions to RDSO for improvement in the condition of rexines in about two weeks' time. It was finally decided that ED/Carr./RDSO should resolve this issue after obtaining detailed feedback from the field units. If required by RDSO, a Committee headed by ED/Carr./RDSO and 2 CWMs from field units can be constituted for addressing the issue.	ED/Carr./ RDSO and CMEs
2.6	It was mentioned that improvement in condition of toilets constitutes an important item of refurbishment activity presently being undertaken in coaches. However, the scope of improvement in toilets is not clearly defined. AM(PU) desired that ED/Carr./RDSO should issue instructions in this regard to the Railways. Recommendations may be sent to RDSO by the Railways.	ED/Carr./ RDSO, CMEs and CWMs
2.7	Good illumination inside the coaches should be ensured to give an aesthetic appeal. Some of the CMEs mentioned that the present shade of PVC and laminates is a constraint in this. ED/Carr./RDSO informed that they are suggesting alternate shades for laminates. Further, it was decided that consolidated views along with reasoning for 4 items namely curtain, rexine, PVC and laminates should be sent by the Railways to RDSO for better appreciation and taking necessary action.	CMEs and CWMs
2.8	AM(PU)desired that RDSO should also issue instructions for maintenance of FRP panel laminates.	ED/Carr./ RDSO
2.9	One of the important items of discussion was pendency of warranty claims. AM(PU) advised that warranty claims have to be freely exercised. Railways must follow the RDSO specifications diligently. Warranty claims for failures of any component should be followed up conclusively with due reporting to RDSO who should play a pro-active role in this.	CMEs and CWMs
3.0	<b>PRESENTATION ON AGENDA ITEMS:</b>	
3.1	CMEs and CWMs were apprised of the concern expressed at highest quarters regarding frequent passenger complaints being received due to poor condition of amenities and fittings including general upkeep and cleanliness of coaches. It was stressed upon that periodic overhauling of coaches has a major bearing on the condition of coaches during the next 1 ½ years and hence due attention has to be given to the coaches coming for POH in the workshops.	

3.2	<p>Enroute coach detachments were discussed. On analysis, it was seen that the major contributors of coach detachment are:</p> <ol style="list-style-type: none"> <li>i. Roller bearing failure</li> <li>ii. Bogie and suspension gear defects</li> <li>iii. Wheel flats/air brake system defect</li> <li>iv. Draw and buffing gear defect</li> <li>v. Failure of major structural members like headstock, sole bar etc.</li> </ol> <p>Enroute coach detachment over IR is showing an increasing trend since 2007-08. A workshop-wise analysis for the period April-December'10 indicates that LLGD/SCR, PWP/SR, MTN/CR and MCSW/ECOR have higher no. of cases as compared to others. A further analysis indicates that about 31% cases of these detachments have occurred within 6 months of POH. Railways were advised to analyse these areas in depth and draw out an action plan to minimize such cases. Action taken may be advised to the Board.</p>	CMEs and CWMs
3.3	<p>Roller bearing failure has been one of the major causes leading to enroute coach detachments. There have been 27 cases (20 on workshop account and 7 on PU account) in the current year itself. Recently also, there has been a case of roller bearing failure on LHB coach in Sealdah Rajdhani. CME/ER informed that out of all the 5 cases during last 1 ½ years on LHB coaches, all the bearings were refurbished bearings (by OEM). RDSO was asked to visit the factories of OEMs engaged in refurbishment of bearings to inspect the facilities. Thereafter, detailed guidelines may be issued by RDSO on the refurbishment of these bearings.</p>	ED/Carr./ RDSO, CMEs & CWMS
3.4	<p>Breakage of headstock, sole bar and draw gear etc. has also shown an increasing trend during the last 1 year. Though it was confirmed by the CWEs during the POH target meeting that action plan agreed during CWMs' meeting held on 6.8.10 is already in place, much leaves to be desired in the area of headstock/sole bar repair in coaches. CWMs must ensure that instructions issued by RDSO on corrosion repairs are strictly adhered to. RDSO must, without further delay, expedite the prescription of superior quality branded electrodes for critical welding applications having safety implications, as decided in the last CMEs' Conference also. Action taken may be advised to the Board.</p>	CMEs, CWMs, ED/Carr./ RDSO and ED/M&C/ RDSO
3.5	<p>An analysis of the sick marking within 100 days of POH shows that the water tank leakage still remains one of the major contributors in most of the workshops specially LLH, PWP, KGP and AMV. RDSO must take a feedback from the workshops on the reasons for large scale leakages in the aluminium water tanks and prescribe suitable measures to contain it. Emphasis needs to be given by LLH workshop on containing sick marking of coaches due to wheel defects, bolster/axle spring, brake cylinder defective and</p>	ED/Carr./

	carpentry/door work. Similarly, in case of PWP workshop also, almost all the reasons contributing to 100 days sick marking are on the higher side. The workshops need to give thorough input to contain the no. of such cases. Action taken by Railways may be advised to Board.	RDSO, CMEs and CWMs
4.6	EDME/Chg. informed that due to constant efforts put in by the Railways, the cases of enroute coach detachment have shown a downward trend. While appreciating the efforts, it was mentioned that the efforts should be continued for further improving the trend.	
4.0	<b>VIEWS EXPRESSED BY CMEs:</b>	
4.1	Railways cited funds crunch as a constraint towards improvement in condition of coaches specially the passenger amenities portion. AM(PU) asked the CMEs to indicate in their demands, Budget Estimate for last year, actual allotment last year and the requirement for the next year. It is also equally important to book various expenses in the correct Demand/Head.	
4.2	Material remaining out of stock for longer durations was cited as one of the reasons for a gap between the desired and actual level of quality. It was suggested that the powers of CWMs for passenger amenity items need to be enhanced. CMEs were asked to check up whether this was possible at the zonal level and if not, a proposal should be sent to Board.	CMEs and CWMs
4.3	Those workshops who are maintaining CDTS fitted coaches were advised to create facilities for maintenance of CDTS in-house.	
4.4	During discussion, it came out that there are different designs of chairs and snack tables fitted in the coaches creating lot of difficulty in maintaining the spare pool. AM(PU) desired that CDE/RCF and CDE/ICF should look into the standardization of these items and advise Board of the action taken by them.	CDE/ RCF and ICF
4.5	The issue of flooring in the toilets was discussed. Most of the Railways expressed dis-satisfaction about the quality of PVC joints. Instead CMEs recommended non-toxic polymer flooring which they observed to be much superior. The Railways may use this type of flooring as per RDSO specification. Care may be taken to ensure that outsourcing be done to such agencies who have sufficient experience and performance background in laying such polymer flooring.	ED/Carr./ RDSO  All CMEs Incl. ICF and RCF

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