GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.2016/M(Safety)/7/6/4 **New Delhi, Dated: 30.12.2016**

The Chief Mechanical Engineers
All Indian Railways

Sub: Improving safety performance of Indian Railways.

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Recently there had been three very serious consequential accidents, which has raised lot of concern about the existing safety scenario on railways. Hon'ble Minister for Railways has desired all concerned on railways to act in a concerted manner to ensure that the existing processes are being followed by the word and without any relaxation. On this issue it is required that a comprehensive review be taken up of the existing practices being followed in the areas listed below and a feedback is sent for information of Board:

1) The detailed procedures to be followed for corrosion repairs of coaches have been issued by RDSO vide CMI No. RDSO/2011/CG/CMI-01/Amendment1. Chief Workshop Engineers be asked to audit and review the practices being followed on your railway with respect to compliance of systems, procedures, materials used and qualification of welders. Based on the reports CMEs should satisfy themselves and convey to Board an assurance on compliance of RDSO instructions.
2) The maintenance of CTRBs in workshops is another critical area, which is to be taken up for compliance of the maintenance instructions G81 for CTRBs of wagons and C-7817 for bearings of coaches. The existing practices are to be reviewed by the CWE concerned on each railway and an assurance is to be obtained that maintenance practices are being followed strictly as per provisions of the relevant maintenance instructions of RDSO.
3) The maintenance of couplers for wagons is to be done as per G76 (open line) and G80 (workshop). For coaches provisions of the coach maintenance manual are to be followed. Review of the processes being followed on your railway is to be taken up and an assurance is to be taken from CRSE & CWE for full compliance to the instructions for their respective areas.
4) The system of rolling in examination in open line is another vital area on which recently safety drive was launched. The drive having been completed based on its report, the shortcomings detected should be rectified and an assurance is to be obtained from

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Sr.DME concerned that all the rolling in examination points are working as per provisions of the manual and necessary facilities are available.

5) The system of ultrasonic testing of axles in workshops and open line depots was also subject of recently held safety drive. CMEs should get the CWM & Sr.DME to review the current status of this area and obtain an assurance that the deficiencies noticed during the safety drive have been rectified and all guidelines issued by RDSO & Board are being strictly followed.

6) There have been concerns that the condition of the Coach pit-lines and freight examination yards is not proper at many locations. CRSEs be asked to inspect and review the drainage, water logging issues if any & lighting arrangements of coach pit-lines and lighting, pathways & welding facilities in freight examination lines for CC and premium examination yards. CMEs should obtain an assurance from the CRSEs concerned that proper facilities as above are available at each location.

In all the above cases, the review of the existing processes being followed should include adherence to work instructions, availability of proper tools, consumables and spares of proper specification, sanction of AAC of relevant stock, their availability and availability of qualified manpower.

The above exercise be completed over next two weeks on railways and a detailed report on compliance of the above be sent latest by 16.01.2017 through email/fax (edmef@rb.railnet.gov.in/Fax No.011-23388185, 23384199 & 23381475).

(RAVINDRA GUPTA) 30/12/16
MEMBER, ROLLING STOCK
Railway Board

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CC:

AM (ME)

EDME/Chg. & EDEE(G)

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