भारत सरकार Government of India

रेल मंत्रालय Ministry of Railways

रेलवे बोर्ड Railway Board

No.2013/M(N)/951/17 New Delhi, dated 11.04.2014

The Chief Mechanical Engineers
All Zonal Railways

Sub: Action Plan to reduce wagon damages

An action plan for reducing wagon damages was issued vide DTT(G)'s letter No. 2010/TT-IV/9/1 dt.08.10.2012. The same is reiterated as per action plan enclosed for necessary action.

As already advised earlier vide Railway Board's letter No.2013/M(N)/951/17 dt. 20.6.13, the details of checks of sidings carried out should be sent along with the MCDO every month as per the proforma enclosed with this letter.

Ashesh Agrawal

(Ashesh Agrawal)
Exec. Dir. Mech. Engg. (Frt.)

Encl: 01 page

11/4/2014

11/04

Action Plan to reduce wagon damages

The Action Plan for reducing wagon damages which was issued vide DTT(G) letter No.2010/TT-IV/9/1 dt. 8.0.12 had the following check points:

1. List of sidings/ goods sheds where there is use of mechanized handling equipment (tipplers, JCBs, Pay-loaders etc) should be prepared for every division.
2. In each Division a team comprising of inspectors of Commercial, Mechanical, Operating & Finance should frequently check loading/unloading points to identify places where wagon damages are taking place.
3. This team should take feedback from yards where unloadable wagons are observed. Using FOIS they should identify the culprit loading/unloading points. This information should be relayed to the concerned Division.
4. Joint checks of loading/unloading points should be carried out by officers of Mechanical & Operating/Commercial Branches once in 3 months along with the loaders/unloaders. Penalties for damages should be imposed.
5. As per Para 18 of "Standard Form of Agreement of Private Siding" issued vide Rly. Board's letter No.2002/CE-I/SP/I dt. 12/7/2005, the siding owner is entirely responsible for damages of rolling stock. The Siding Agreements should be suitably modified to include more effective clauses for penalties.
6. JPOs for recovery towards wagon damage during loading/unloading should be issued in all Railways.
7. The raising of debit on bills of wagon damages should be reviewed on monthly basis by DRMs. Slow realisation should be severely taken up.
8. Shunting and door closing with mechanised loaders should be strictly prohibited. Air pressure being used for opening BOBRN doors should be checked. It should also be checked whether loading through mechanized equipment from one side is resulting in uneven loading (this can also cause hot axles).
9. All tipplers & bulk handling system are to be procured/ installed/ maintained as per RDSO specifications. Tipplers should be replaced as per their codal life.
10. For use of mechanised handling equipments (other than tipplers and bulk handing systems) prior approval should be taken from a committee consisting of Operating/Commercial and Mechanical officers.
11. Suitable mechanized equipment with high drivers seats, Buckets with smooth surfaces, long arms, Speed control etc should be used as per CAMTECH report.
12. Operators/drivers of mechanized equipment should be adequately trained.
13. Infrastructure of sidings like provision of high level platform, rail fencing, lighting etc. (as per CAMTECH report) should be approved by a Committee of Operating/ Commercial, Mechanical and Engineering officers,
14. Monthly statements of arisings of 'C' Category unloadable wagons should be analysed jointly by Sr.DOMs & Sr. DMEs to ascertain source of this arising.
15. In case damages continue to occur in sidings//goods sheds even after penalties are imposed, the divisional administration should take stronger steps like

(a) continuous video recording of loading/ unloading operations.
(b) providing TXR staff at this point at the cost of the loader /unloader
(c) suspending mechanized loading/unloading
(d) suspending traffic.

Annexure-I

Checks conducted to prevent Damages of wagons in sidings/goods sheds

Name of Railway - _____ Month- _____

A	B	C	D	E	F	G	H	I	J	K	L	M	N
Sl	Division	Siding name	Siding code	Commodity	Loading / unloading	Type of Mechanised equipment	Type of wagon	No. of checks done in 2013-14.	Penalty raised (2013-14)	Penalty realised (2013-14)	Cumulative No. of checks done in 2014-15.	Penalty raised (2014-15)	Penalty realised (2014-15)
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
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	Total												