भारत सरकार **GOVERNMENT OF INDIA**
रेल मंत्रालय **MINISTRY OF RAILWAYS**
(रेलवे बोर्ड **RAILWAY BOARD)**

No.2018/M(N)/951/23 Pt **Rail Bhawan, New Delhi dated: 03.05.2018**

The P.C.M.Es
All Indian Railways

Sub: **Close circuit pattern of examination for freight: Maintenance on cluster basis between two CC depots.**
Ref: Board's letter No.2017/Trans/01/Policy dated 7.2.2018

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The recommendations of committees formed during "Sampark, Samanvay, Samanvad" conclave were discussed during Board meeting held on 02.02.2018 and it was decided that maintenance of CC rakes on cluster basis between MGS & NKJ depots would be considered after a study has been conducted by RITES. While the detailed study is still under process, the Interim Report of RITES has been received, which has brought out the following issues:

- CC rake examination system as originally envisaged, has already been relaxed substantially to increase KM periodicity up to 7500, maintenance being done with deficient infrastructure in some depots, use of ROH wagons etc. On the other side the monitoring on FOIS of the CC rakes is mostly deficient
- The rate of enroute detachment per 100 rakes in case of CC rakes is 5.5. cases against that for premium rakes being 13.5 cases. The failure proneness of premium rakes has been found to be 2.5 times more than that of CC rakes.
- More than 70% of these failures are pertaining to critical safety components like axle box, wheels, couplers and draft gears
- On the monitoring of the rakes, between 20-30% of the CC rakes are moving with wrong identification on FOIS system, which not only leads to deficiency in monitoring but is also leading to rakes being sent to wrong depots, which in some cases is also leading to running empty additionally to their nominated base depots.
- Of the total rakes examined every month at MGS only 3.9% rakes were those of NKJ depot while at NKJ only 2.8% were those of MGS, which indicates that the instance of rakes being sent to wrong base is very limited. At the same time these rakes are examined on end to end basis for one loading cycle after which they can be sent to nominated base. Thus, even in these cases the empty running has already been avoided.
- The examination periodicity of the 7500 KM without any enroute rolling in examination or post loading/unloading and pre loading checks is way beyond any examination pattern being followed all over the world. The longest periodicity is of 2500 KM in case of US (East coast to West coast), which is supported by enroute way side condition monitoring system as well as post loading/unloading, pre loading checks by maintenance staff and provision of other checks.

The matter has accordingly been considered by Board (MRS) and the following has been decided:

(i) Pooling of CC rakes across two depots (cluster base maintenance) is not to be taken up.

(ii) The close circuit routes being followed by various CC examination depots should be reviewed and wherever the close circuit routes are found to be unmanageable, smaller close circuit may be considered and/or premium examination system, which permits examination at any depot on universal basis should be followed.

(iii) Monitoring of CC rakes through FOIS is lax and needs to be improved railways need to ensure a mechanism for monitoring this activity so as to ensure that rakes being operated on CC pattern are monitored continuously and effectively.

Necessary action may be taken in consultation with operations on your railways for ensuring the above.

(AJAY NANDAN)
Exec. Director Mech. Engg. (Fr)
Railway Board

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