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

No.2003/M(N)/951/22 **New Delhi, dated 3.5.2011**

The Chief Mechanical Engineers
All Indian Railways

The Director General
RDSO

The Managing Director
CRIS

ED/CAMTECH
Gwalior

Sub: CRSE **(Freight)s' Conference**

Kindly find enclosed Minutes of CRSEs' Conference held on 20.4.2011 at Railway Board, Rail Bhavan for information and necessary action.

Encl: As above

(Archana Mittal)
Dir. Mech. Engg. (Frt.)

Copy to: CRSEs, All Zonal Railways
EDS(W)/RDSO/LKO
EDME/Tr., EDME/W, Railway Board
GM/FMM/CRIS
GS/IRCA/NDLS

कृपया उपरी करें।
04/5/11

MINUTES OF CRSE(Frt)s' CONFERENCE HELD ON 20/4/2011 AT RAILWAY BOARD, RAIL BHAVAN

Present

Railway Board

1. Sanjiv Handa, MM
2. A. Kumar, AM(PU)
3. Ravinder Gupta, EDME(Fr)
4. Shubhranshu, EDME(Tr.)
5. Sanjay Chadha, EDME(W)
6. Archana Mittal, DME(Fr)

Railways

1. A.R. Tupe, CRSE/CR
2. A.K. Gupta, CRSE/ER
3. B.L. Harijan, CRSE/ECR
4. Vijay Kumar, CRSE/NR
5. A.K. Misra, CRSE/NCR
6. G.L. Rajoria, CRSE/NWR
7. D.S. Kunwar, CRSE/NFR
8. T.V. Subbarao, CRSE/SCR
9. D. Shunmuganandam, CRSE/SR
10. Sumit Sarkar, CRSE/SECR
11. J. Majhi, CRSE/SECR
12. S. Rajvanshi CRSE/WR
13. S.K. Agrawal, Dy. CME/NER
14. P.N. Shinde Dy.CME/SWR
15. Niraj Kumar, Dy. CME/WR
16. Niranjan Sahu, Dy.CME/Plng./ECoR
17. N.N. Mallik, NCO/IRCA

RDSO

1. Amitabh Sinha EDS(W)
2. Anirudh Kumar, Dir.(W)
3. Rupesh Kohli, Dir.(W)

CRIS

1. D.C. Sharma, GM/CRIS

CAMTECH

1. S.C. Singhal, ED/CAMTECH

1.0 EDME(Frt)'s Address

EDME(Fr.) welcomed the participants from the Zonal Railways and other Units.

Rolling Stock is the most important asset for increasing the throughput in the least capital-intensive manner. Higher speeds of BOXN and BCN type wagons and widening the scope of Long Haul operations were the ways to extract more value out of existing stock and meeting the target of 993 MT of freight loading during the current year. In order to increase loading further through a larger number wagons, wagon manufacturing capacity was being enhanced through establishment of new Wagon Manufacturing Units.

Railways were advised to gear up to meet enhanced targets for the current year.

2.0 MM's Address

MM expressed concern over steadily increasing trend of CTRB failures. It was observed that failures are higher on Railways which have outsourced CTRB maintenance to OEMs. Railways were advised to re-evaluate the merits of outsourcing CTRB maintenance and analyse the failures in depth before taking view about continuance of this practice. RDSO should maintain a vigilant watch on the failure trends and intervene at Workshops showing deterioration through detailed process audits.

3.0 The following **decisions** were taken in the meeting:

SN	Decision	Responsibility
1.0	**Hot Axles**	
1.1	The number of hot axle cases over Indian Railways has increased from 674 in 2009-10 to 809 in 2010-11, thus registering an increase of 20%. Considering the safety implication of hot axles, this is an area of concern. RDSO presented their analysis of hot axle cases, which was done wagon type-wise, workshop-wise, time elapsed from date of manufacturing/POH, manufacturing unit-wise, cause-wise etc. *RDSO's analysis of Hot Axles must not be confined to online bearing failures, but must also include analysis of rejections of bearings in Workshops, ROH*	EDS/W/RDSO CRSE(Frt)s, Zonal Railways

	Depots and Sicklines. RDSO must devise a format to get detailed information from the Workshops, ROH Depots and Sicklines for a more meaningful analysis in the future. Railways must cooperate in giving timely information to RDSO in the desired format.	
1.2	Railways must provide timely information to RDSO in the desired format for analysis of hot axles and bearing rejections. Use must be made of the *online portal for reporting these failures.*	CRSE(Frt)s, Zonal Railways
1.3	Railways like SER, NCR mentioned that in the absence of a prescribed codal life of CTRBs on freight stock, very old bearings are in service which is contributing disproportionately to hot axle cases. It was also mentioned that ER and some other Railways have a prescribed codal life for bearings of the coaching stock. Further, it was proposed that the *concept of codal life (of 12 years) must be explored for CTRBs of freight stock* on the same lines as that for coaching stock. Before a decision on the matter can be taken, RDSO may do the following: • Undertake technical assessment of bearing failures with age in Workshops and Open Line with the assistance of SER, SECR, NR, NCR, SCR and WCR • Carry out a study of CTRB condition after 12 years of service • Assess the comparative cost of rehabilitation of such bearings and increased hot axles vis-a-vis replacement of all bearings more than 12 years of age Zonal Railways may provide the requisite cooperation to RDSO in order to carry out the study. RDSO should submit their report by June 30, 2011.	EDS/W/RDSO CRSE (Frt)s, SER, SECR, NR, NCR, WCR, SCR
1.4	A set of *brief dos and donts for attention to CTRBs during ROH must be immediately issued* by RDSO. This is to take a step towards arresting the increasing trend of hot axle cases.	EDS/W/RDSO

2.0	**BCNHL wagons**	
2.1	RDSO gave a presentation on the problems of doors in BCNHL wagons. The doors of BCNHL wagons have been giving problems since the inception of the design in 2008. While several modifications have been carried out in the door design since the inception of the wagon, three major door designs have been introduced since 2008, the first two based on hinge design while the third one is a sliding door design. The problem of doors opening on run and hitting fixed structures has been solved in the sliding door design. However, problems of bulging of side walls adjoining doors resulting in problems in door opening and blocking of bottom guideways with loose particles remain. The usefulness of the BCNHL wagon is being limited by the door problem. It is essential that before the launch of the second-generation BCNHL wagon based on micro-alloy steel (to replace stainless steel), *the door design is finalised and prototyping is done to resolve user problems.* AM(PU) advised that RDSO may invite suggestions from Railway personnel associated with wagon maintenance (C&W personnel etc.) and consider an award for the most innovative and simple design capable of withstanding field conditions of operation of the wagon.	EDS/W/RDSO
2.2	As in the case of tipplers, the mechanised systems installed in private sidings for loading/unloading of wagons should have RDSO's approval. This aspect may be kept in view while formulating policy for mechanised loading/unloading at Railway Board.	DME(Frt)
2.3	Central Railway has highlighted *the problems in re-railment of BCNHL wagons as the wheels are projecting outside the headstock.* Railways may brainstorm to devise solutions to this problem, conduct trials with their proposed solutions and send their recommendations to RDSO. RDSO may incorporate the suggestions made by railways and design a final solution. (Target: July 31, 2011)	EDS/W/RDSO CRSE(Frt)s, ZRs
2.4	*Problems* experienced by Railways *with imported couplers*	CRSE(Frt)s,

	and other spares of BOXNHL and BCNHL wagons must be reported to RDSO through their online portal.	ZRs
3.0	**Freight Maintenance Manager**	
3.1	The FMM project has suffered a delay of more than two months on account of technical issues internal to CRIS. *June 1, 2011 has been decided as the new date for launching of the project at TKD, within two months of which the pilot should be launched at all the three locations of NR and NCR.* NR and NCR are equal partners in implementation and success of FMM. Railways may give due importance to the project and assign responsibility and ensure accountability so that targets are achieved by the due date.	MD/CRIS CRSE(Frt)s, NR, NCR
4.0	**Long-haul operations of freight trains**	
4.1	Railway Board issued instructions for long-haul operation of freight trains vide letter no. 2009/M(N)/951/8 dated March 3, 2011. *Railways must issue their JPOs for implementation of the instructions issued by Railway Board.* Problems experienced during long-haul must be logged in and communicated to Railway Board, wherever necessary.	CRSE(Frt)s/ ZRs
4.2	Railways must conduct *EBD trials* along with RDSO for long-haul *loads above 9000 t for speeds higher than 60 Kmph* on the nominated section.	CRSE(Frt)s, ZR, RDSO
4.3	*BOXNHL, BCNHL and BVZI wagons* are being turned out with twin pipe air brake system. Railways must ensure that these rakes are operated *in twin pipe mode.* To the extent possible, long haul operations must be carried out with twin pipe stock.	CRSE(Frt)s, ZRs
4.4	CRSE/Frts were advised to go on *footplate inspections of long-haul trains* in order to have a better and first-hand appreciation of the issues that are being faced by the Driver and the Guard while running of long-haul trains.	CRSE(Frt)s, ZRs
4.5	ECR reported that they are running long-haul trains	CRSE(Frt),

	without the "Cover BPC" that is required to be issued by the TXR. This is against the instructions issued by Railway Board. *Railways must ensure that the instructions of Board are not violated while running long-haul trains.*	ECR, ZRs
5.0	**Maintenance of Stainless Steel Wagons**	
5.1	As the BOXNHL and the BCNHL wagons continue to be manufactured, there is a requirement of new bases and maintenance points for these wagons. *The feasibility of basing BCNHL wagons for examination and ROH at KJGY/NR and Shambhupura/WR may be examined.*	CRSE(Frt)s, NR,WR
5.2	*NF Railway* may explore the requirement of BCNHL base depot in the Railway. *Suggestions for new bases for stainless steel stock* may be given by the Zonal Railways after discussion with their traffic counterparts.	CRSEs, NFR, ZRs
5.3	*Rayanapadu Workshop*, in addition to Jhansi and Raipur Workshops is *nominated for maintenance of Stainless Steel wagons*. RYPS Workshop may make necessary arrangements for the same.	CRSE(Frt), SCR
6.0	**Private Wagon Maintenance**	
6.1	A Committee of three CRSEs, NR (Convenor), NCR and SR is nominated to discuss *issues pertaining to BLC wagon maintenance*. The Committee must examine the adequacy of maintenance charges of 4.76% (of haulage charges) on the basis of actual expenditure incurred on maintenance. They must also look into the maintenance cost incurred on POH, ROH, CC examination, BPC re-validation, sickline attention etc. of BLC wagons. The Committee must arrive at an item-wise (POH, ROH, BPC revalidation, CC examination etc.) average cost of maintenance of BLC wagon which can be charged uniformly to all the Container Train Operators on a pro-rata basis so that the expenditure can be booked in the Wagon Deposit Account. The Committee may submit their report in one month's time. (Target: June 5, 2011)	CRSE(Frt)s, NR, NCR, SR

6.2	The workload of BLC wagons in terms of POH, ROH, CC examination, BPC re-validation and sickline attention may be given by all the Zonal Railways to Board for April 2010 to March 2011, so that the distribution of maintenance charges may be done.	CRSE(Frt)s, ZRs
6.3	Railways are required to open a Depository Account at each zone for receipt of money from CDA and also for operator-wise booking of expenditure. Further, Deposit estimates must be made by the railways (in consultation with NR, if required) for expenditure from this account. Instructions in this regard are under issue by Railway Board.	Zonal Railways
7.0	**Points raised by the Railways**	
7.1	CR requested for downward revision of target for ROH of air-brked stock at BSL as there is a problem in sourcing wheels from Jhansi Workshop.	
7.2	ER wanted to understand the procedure for change of base of BLC wagons. It was advised that base change can be done by the Railway to accommodate the change in traffic pattern of the CTO after creating necessary infrastructure and spares at the new location. Railway Board and Northern Railway may be kept apprised of such changes.	
7.3	ECR requested for allotment of 270 pairs of wheels from RWF.	DME(PU), Railway Board
7.4	NCR expressed concern over large number of train parting cases. Quality control of existing suppliers needs to be tightened by RDSO.	
7.5	SR requested for orders for condemnation of TOH wagons which were idling in the Railway. Recently, orders for condemnation of 2650 wagons based on SR and plying on SR, SWR and SCR circuits have been issued by Railway Board. This excludes TOH wagons, for which orders will be issued separately.	

7.6	SCR requested for raising of bills for damages and deficiencies in wagons at non-tippler sidings and goods sheds. SCR was advised to send their JPO to Railway Board for issue of consolidated instructions.	CRSE(Frt), SCR
7.7	SER raised the issue of GDR checks which had been discontinued in SECR. It was advised that GDR issue is under review at Board.	DME(Frt)
7.8	SER requested for issue of instructions to crew, guard and TXRs for prevention of train-partings. CAMTECH was asked to issue a booklet within a month.	ED/CAMTECH