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

No.2005/M(N)/204/1 Vol.II

New Delhi, dated 9.5.12

The Chief Mechanical Engineers
All Zonal Railways

The ED/S/Wagon
RDSO
Lucknow

Sub: **Minutes of the Meeting held in Railway Board on April 20, 2012 to discuss issues of BOXNHL and BCNHL wagons**

Please find enclosed a copy of the minutes of the subject Meeting for information and necessary action.

A. Mittal

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

Encl: As above

Copy to: EDME/W, Railway Board

Minutes of the meeting held in Railway Board on 20.04.2012 to discuss issues of BOXNHL and BCNHL wagons

Officers Present:

Railway Board

AM (ME), Shri R. Vijaya Mohan
EDME (Frt.), Shri Ashesh Agrawal
EDME/W, Shri Sanjay Chadha
DME /Frt., Smt. Archana Mittal
DME/P1, Shri Vinod Kumar

Zonal Railways

CRSE/ECR, Shri T.V.Subbarao
CRSE/SCR, Shri M. Amarendra
CRSE/SECR, Shri Jayram Majhi
CRSE/WR, Shri Sandeep Rajvanshy
Dy CME/WCR, Shri Vivek Sheel

RDSO

EDSW/RDSO, Shri Amitabh Sinha
Dir./W/RDSO, Shri Rupesh Srivastava

Following were the discussions/ decisions taken:

SN	Item	Responsibility
1.0	**Twin-pipe Conversion of BOXNHL, BCNHL and BVZI wagons**	
1.1	Railways already have a large number of BOXNHL & BCNHL wagons with twin pipe – BOXNHL: ECR – 6400, WCR – 1750, SECR – 850; BCNHL: SCR – 1200, WR – 4800. These wagons should be used to gradually increase no. of twin pipe rakes based in MGS, Katni, Bhilai, Vijaywada and Shambhupura.	CMEs/ ECR, WCR, SECR, SCR, WR
1.2	Since these wagons run as CC rakes all over the Indian Railways, all Railways should gear up to run these twin pipe trains. Training/ Counselling of Running staff, TXR staff and staff at loading/unloading points should be carried out so that they continue operating as twin pipe trains throughout their operation as CC rakes.	All CMEs/ Zonal Railways
1.3	ECR, SCR, SECR, WCR and WR should utilize their RSP sanctions to carry out retrofitment of twin pipe in BOXNHL, BCNHL and BVZI wagons which are presently with single pipe. In case more RSP sanctions are required, proposal for the same may be sent to Railway Board.	CMEs/ECR, SCR, SECR, WCR, WR
1.4	RSP sanctions for twin-pipe conversion available with ER, NR, SR and SWR maybe utilized for converting BVZI wagons on priority with twin-pipe in their wagon workshops. Targets may kindly be given to all wagon workshops for conversion of BVZI wagons with twin-pipe, either under RSP or under Revenue.	EDME/W CMEs/ER, NR, NCR, SWR, SR, SCR, SECR, SER, WR, WCR
1.5	Railways may like to explore the possibility of executing the work of twin-pipe conversion through Stores contracts.	CMEs/ECR, SCR, SECR, WCR, WR
2.0	**Bogie-mounted Brake System**	
	The work of BMBS conversion on Air Brake wagons needs to be expedited. The sanctions for BMBS available for NCR and WCR maybe utilized for conversion of BOXN wagons to BOXNHAM. The BMBS conversion in other Railways maybe carried out in Workshops on BCN wagons which are less than 12 years of age.	All CMEs/ Zonal Railways

3.0	**Repairs of BOXNHL and BCNHL wagons.**	
3.1	Under the recently sanctioned RSP work, WR and SCR should expedite fitment of retro-fittable door developed by RDSO.	CMEs/ WR and SCR
3.2	CRSEs of WR and SCR mentioned that in BCNHL wagons doors which get damaged are not being attended anywhere and such wagons travel as embedded empty upto the base depot. All Railways should nominate depots/sick lines where repair of sick BOXNHL and BCNHL wagons will be done when required. This list should be advised to Railway Board.	All CMEs/ Zonal Railways.
3.3	CRSE/WR mentioned that WR does not have adequate capacity for ROH of BCNHL wagons. In consultation with Traffic Dte. a decision has been taken to do ROH of BCNHL in CR, NR and SR, in addition to SCR and WR.	CMEs/ CR, NR, SR, SCR, WR
3.4	Follow-up action taken on Quality Audit reports for BOXNHL and BCNHL wagons should be advised to EDME/Freight/Railway Board	-do-
3.5	It has been reported by Traffic Dte. that few Railways have not yet taken CRS sanction for running of BOXNHL and BCNHL on their system. All Railways should process for CRS sanction for these wagons. All Railways should also process for CRS sanction for the BOXNHAM wagon.	All CMEs/ Zonal Railways
4.0	**Opening of CTRBs in Open Line**	
	Railways reported that CTRBs are being dismounted in Open Line and sent to Workshops for overhauling and then refitted in Open Line. This practice requires a review by RDSO.	EDS(W)/RDSO CMEs/All Zonal Railways
5.0	**Damages to wagons during loading/unloading**	
	Few CRSEs mentioned that a lot of wagons are getting damaged on account of loading/unloading in sidings and Goods sheds due to machines like JCBs and Payloaders. ER and SCR have issued JPOs for levy of penalties for such damages. All Railways need to identify sidings and Goods sheds where damages to wagons are taking place and take appropriate action to bring down such damages.	CMEs/All Zonal Railways
6.0	**NCO reports**	
	Based on NCO reports follow-up action needs to be taken to improve quality of wagon repairs. NCO has been asked to email all their reports to the Railways for quick dissemination.	CMEs/All Zonal Railways
7.0	**Intermediate Profiles for Wheels**	
	Intermediate profiles for worn wheel profile have already been issued by RDSO around two years ago. It is understood that the same have been implemented only partially in the Workshops/depots. Railways may make arrangements to implement the same in Workshops.	CMEs/All Zonal Railways EDME(W)/RB
8.0	**Hand brakes in Wagons**	
	Wagons turned out from Workshops and ROH Depots should have 100% hand brakes working. No Local passing should be permitted on this account.	CMEs/All ZonalRailways
9.0	**RDSO issues**	
9.1	WR and WCR need to expedite CRS sanction for oscillation trials for 25T axle load wagon.	CMEs/WR & WCR
9.2	BOXNHL wagons turned out from Workshops (Amritsar, Jamalpur, Samastipur, GOC) with indigenous couplers will be based at MGS. Their wagon nos. should be advised to RDSO for monitoring their performance.	CMEs/NR, ECR, ER, SR