Minutes of CME Conference held on 5th & 6th May, 2017 at Nainital, NER

S. No.	Action	By	Time Schedule
1.0	**Address by MRS**		
1.1.	In the last five months a lot of changes have taken place. New challenges have come up. We have to gear up to meet the challenges.	CMEs	
1.2.	Retrofitment of CBC in ICF coaches and refurbishment of toilet are the priority works, which are being monitored already at the highest level at Board and they need to be taken up in a time bound manner.	CMEs	
1.3.	Refurbishment of coaches has to be carried out in 40,000 coaches. Progress of work is not satisfactory. The specifications for refurbishment shall be centralized and prepared by RDSO.	CMEs ED/Carr./RDSO	
1.4.	All CMEs to be partners in progress. CMEs to get themselves aligned with the objectives of Departments and Railways.	CMEs	
1.5.	The number of LHB rakes shall gradually increase as the current year is the last year for manufacture of ICF design coaches. Zonal Railways to take necessary steps for development of adequate infrastructure for maintenance of additional LHB rakes.	CMEs	
1.6.	New products like Tejas, Uday, Humsafar, Antyodaya and Deendayalu have to be maintained to their original standards. Production Units have to provide sufficient spares for maintaining these new products to Zonal Railways for the first two years.	CMEs of ICF/RCF/MCF	
1.7.	Measures have to be taken for containing unscheduled detachments, and wheel shelling in LHB coaches remains unresolved. Zonal Railways have to share the technical problems as well as their solutions among themselves since the practices and results vary from depot to depot. CMEs to monitor important performance parameters and must set up system of sharing of knowledge and best practices.	CMEs	
1.8.	Railways may enter into contracts for providing passenger amenities inside coaches. There is no need for any directive for outsourcing from Railway Board.	CMEs	
1.9.	Railway Board has got sanctioned funds for upgradation of infrastructure for maintenance of coaches, wagons and workshops. Zonal Railways must use these funds judiciously towards upgrading their infrastructure.	CMEs	
1.10.	Condition of pit lines needs to be improved. Officers need to carry out quality inspections of pit lines and rakes. CME's should work towards improving awareness of officers and supervisors about inspections, materials	CMEs	

S. No.	Action	By	Time Schedule
	and tools needed. Cleaning both within coaches and pits must improve.		
1.11.	Increase in freight train partings is a cause of concern. Every train parting case should be investigated to find out the root cause and necessary corrective action taken so that such incidences do not get repeated.	CMEs	
1.12.	Unloadable wagons which are not due for POH in the next 3 months have to be repaired in the Open line itself either departmentally or by contracting out. CME's must ensure that adequate capacities are available in their railways either departmentally or through outsourcing.	CMEs	
1.13.	Running of CC rakes have to be monitored closely and loss of CC rakes should not be permitted. After expiration of validity of BPC i.e. 30 days, the rake has to move towards the base depot. Integrity of CC rakes must be ensured.	CMEs	
1.14.	Zonal Railways must ensure that adequate maintenance facilities are provided before start of close circuit examination in a yard/depot.	CMEs	
1.15.	Utilization of PH-42 funds should be ensured by proper liaison with GMs & CAO/Construction. Periodic revenues between CME's and executing agency is to be ensured.	CMEs	
1.16.	CMEs must know the availability of funds allocated against head 430 B (Revenue) and monitor its utilization. Allocation of funds in this head is being expanded and proposal for extension of its scope also to include pit lines and yard is under consideration.	CMEs	
1.17.	All PUs and workshops to get certifications for ISO 3834 & 3S. Latest by December 2017. PU's should get IRIS certification also.	CMEs	
1.18.	Audit of Coaching and Wagon Workshops shall be undertaken by Quality Council of India.	EDME/Chg., EDME/Frt. ED/Wagon ED/Carriage/RDSO	
1.19.	All workshops to develop at least one "Centre of Excellence" to be a benchmark, which can be replicated by others.	CMEs	
1.20.	Real benefit of computerization can be achieved only if it is implemented on end to end basis with no paper entry. To start with CRIS has been asked to choose any one workshop, one depot, and one division for end to end implementation of computerization with no paper entry.	GM/WISE/CRIS GM/CMM/CRIS	
1.21.	Special attention should be give towards training of staff for skill development. It is seen that only 10% of welders are of A category. Workshops to create "Knowledge Centre" for welding. In the first phase, these should be developed in Lower Parel(WR), Parel (CR), Jagadhri (NR), Liluah (ER), Ajmer (NWR), Lallaguda (SCR) and	CMEs	

S. No.	Action	By	Time Schedule
	KGP (SER).		
1.22.	COFMOW to develop 5 “Knowledge Centres” for maintenance of M&P in 5 locations in consultation with EDME/W.	CME/COFMOW EDME/W	
1.23.	The condition of STCs is bad and needs to be improved. CMEs to inspect these training centers and take necessary action for improving the infrastructure and other training related activities. IRIMEE shall act as the “Knowledge Centre” for all kinds of training.	CMEs Director/IRIMEE	
1.24.	OBHS & Mechanized Cleaning Contract document provides for training of contractual staff. NR to develop Training Module and audio visual aids for training of OBHS staff in New Delhi area. Every depot should have facilities for providing training to contractual staff. The training of OBHS staff initially needs to be free and chargeable subsequently. Whenever needed, provisions should be made in contract conditions.	CMEs	
1.25.	Zonal railways should start the practice of monthly lecture series to impart knowledge among staff and officers. Lectures can be arranged by Railway Officers as well as outside experts. Best lecture may be awarded under the aegis of IRSE.	CMEs	
1.26.	RDSO & PUs have to proactively respond towards the technical problems being faced by Zonal Railways, preferably within 15 days. Failures attributed to quality related issues from PU’s have to be dealt firmly. Warranty has to be claimed and settled timely. A proper system should be developed for monitoring warranty related issues.	CMEs ED/Wagon ED/Carriage ED/MP ED/PS&EMU	
1.27.	In coaching maintenance depots, there should not be two compartments of electrical & mechanical. CME’s must ensure common room for electrical and mechanical staff and supervisors.	CMEs	
1.28.	In order to achieve savings more and more trains are to be converted to HOG system. At present, there are 13 trains with HOG system. By the end of 2017-18, it is planned to run at least 55 trains with HOG system.	CMEs	
1.29.	It should be ensured that all Coaches turned out from PUs & Workshops are fitted with LED lights.	CMEs	
1.30.	All cadre controlling officers to ensure that officers on transfer are relieved within 10 days of the issue of transfer orders.	CMEs	

S. No.	Action	By	Time Schedule
2.0	**<u>Address by AM/ME</u>**		
2.1.	After the amalgamation of rolling stock departments, the activities of Rolling Stock maintenance by Mechanical & Electrical Departments are expected to be synergized under CME's control.	CMEs	
2.2.	As a result of the synergization efforts, Coaching ineffective in Depots & Workshops has to be brought down by a minimum of 10% over the previous year by the coordinated efforts by Mechanical and Electrical Departments.	CMEs EDME/Chg EDME/W	March'18
2.3.	Action Plan 2017-18 has been advised to all concerned. A regular review is being done on all the target items at the apex level in Railway Board. Accordingly, CMEs also should ensure a monthly review on all items pertaining to them at their level as well as at levels below also.	CMEs DME/W	Immediate
2.4.	Shortage of manpower to undertake increase in the activities should be effectively dealt largely by supplementing manpower by outsourcing. The bench-marking standards of E&R Dte. periodically updated indicate large variation among the various field units/ZRs regarding departmental manpower deployment as Man Power Ratio for similar activities. This needs to be critically reviewed by all ZRs which are on the higher bracket over the standard and take action for reduction of departmental manpower and increase efforts on outsourcing. Railway Board is processing a policy to give all the powers to Zonal Railways/PUs on the choice of activities to be outsourced.	CMEs EDME/Chg	June'17
2.5.	Quality in workmanship is an area of concern. It can be improved by inspections which are focused and effective, as a proven management philosophy in Railways. Inspection by officers must bring out the systemic short comings in selected areas of Rolling Stock maintenance and later on these shortcomings must be sought to be overcome.	CMEs	Immediate
2.6.	Funds have been provided to improve the infrastructure of maintenance depots in Pink Book. Zonal Railways must utilize these funds judiciously to bring in lasting improvements. While infusion of funds has been taking place regularly in the past also, the quality of construction of the basic maintenance infrastructure continues to be inferior in many depots. This points out the need for building a robust and maintenance friendly infrastructure from the design stage itself. CAMTECH should arrange to review the adequacy of existing civil & electrical engineering designs/inputs in the type plans for	CMEs ED/CAMTECH	Sept'17

S. No.	Action	By	Time Schedule
	depot infrastructure in order to avoid such frequent maintenance inputs in infrastructure. DMRC Depots at Sarita Vihar and Virar Car Sheds are some good examples of Coaching Depots.		
2.7.	Tirupati Coaching Depot pit line has very good 3 level lighting arrangement in LED, particularly the pit level lighting. It can be standardized by CAMTECH and implemented at the other Depots on priority. There should be aggressive and urgent efforts to provide 3 level lighting in all the pit lines where night maintenance is done.	CMEs ED/CAMTECH	Sept'17
2.8.	Inspection of coaches and assessment of need for corrosion repair is an area warranting improvement. Corrosion repair diagrams and history need to be maintained properly and shall be put into use without fail when any coach is shopped in.	CMEs ED/Carriage ED/CAMTECH	Immediate
2.9.	Working of EnHM wing in Zonal Railways has started. However, the scope of work of EnHM wing has still not proliferated to cover coaching Depots & trains. The much needed improvement in coach cleanliness should be achieved through the EnHM wing.	CMEs Adv./EnHM	Sept'17
2.10.	IRIMEE is yet to develop the innovation portal which was a point mentioned in the last CME's Conference. Same shall be done on priority and made quite purposeful .	Dir/IRIMEE	Immediate
2.11.	Maintenance units should build up institutional memory. Major maintenance problems developed over a time and solutions/ inputs evolved for the same, should get recorded as an institutional memory so that these can be revisited at any time, particularly in the changing scenario of officers.	CMEs	Sept'17
3.0	**Coaching**		
3.1.	The progress of most of the RSP works has been very slow and tenders are getting discharged repeatedly.	CME	
3.2.	In order to expedite progress as RSP works of identified items, MRS desired the MCF and ICF may explore the feasibility of initiating centralized tenders and distribute the quantities to the zones.	CME	
3.3.	Upgradation of toilets may be carried out as per RSP sanctions. CR have already got their estimate sanctioned.	CME	
3.4.	Upholstery of Shatabdi seats is getting defaced and the chairs require replacement after about 6 years of service. The replacement of Shatabdi chairs should be planned under RSP. The feasibility of procuring good quality cast aluminium frame chairs should be examined by PUs.	CME/ ICF, RCF, MCF	
3.5.	Regarding carrying out the SS1 schedule in the	ED/Carr/RDSO	

S. No.	Action	By	Time Schedule
	coaching depots, CMEs may decide whether to send only the wheel or the complete trolley to Workshop. Necessary instructions may be issued by RDSO.		
3.6.	There have been complaints of foul smell in the bio-toilets. ED/Carriage/RDSO commented that hydrophobic coating may be provided on the wash basins and lavatory pans which would not allow the accumulation of water & muck and therefore, would lead to reduction in the smell.	CME	
3.7.	Proliferation of air springs needs to be put on a fast track.	CME	
3.8.	It was discussed that ICF AC 3T coaches have become highly stressed, especially after the increase in tare weight due to the provision of bio-toilets. This can lead to excessive vibration and noise. ICF have experimented with the provision of ICF power car suspension in the ACCN Coaches fitted with bio-toilets. RDSO may examine and standardize this practice.	ED/Carr/RDSO	
3.9.	Centralized Coach Monitoring System (CCMS) needs to be developed to monitor the performance of all equipment which includes RMPU, Coach destination board, PIS, Brake controller, condition monitoring of different equipment. This will help in reduction of on board technical staff.	ED/Carr., ED/P&EMU/RDSO	
3.10.	With regard to breakage of LPDN springs of FIAT bogies, CME/RCF confirmed that springs for replacement shall be supplied to the Railways by 25th May, 2017	CME/RCF	
3.11.	There has been an increase in the number of cases of bogie frame crack in ICF, Hybrid and FIAT Bogies. RDSO vide letter dated 27.02.2017 has reiterated Para 15.0 of Specification No.C-9202 (Revision 2) stating that stress relieving of ICF Bogie frame should be carried out. Similarly, vide letter dated 15.02.2016, RDSO has stated that the cracks in Hybrid coach bogie frames generally occur near the axle guide arrangement, for which the reasons are the poor maintenance practices and welding of safety lugs on all the four sides, instead of on three sides. RDSO has also issued instruction for stress relieving of FIAT Bogie frame vide letter dated 10.03.2017. The above instructions of RDSO need to be complied with by PUs and Railways.	CME	
3.12.	IRIMEE was asked to develop a portal for sharing of good work done, best practices and innovations.	Director/IRIMEE	
3.13.	Trial report of under slung power car carried out in	CME/NR	

S. No.	Action	By	Time Schedule
	Bareli-Moradabad section should be finalized quickly and Speed certificate for under slung power car to be issued by RDSO by 16th May, 2017	ED/Carr/RDSO	
3.14.	**Zonal Railway Performance**		
3.14.1.	There is a lot of variation in the unscheduled detachments at the Primary end. Efforts should be made to control the variation in sick marking between various depots. Each Railway should compare the performance against the benchmark Railway for different categories of detachments and study the good practices.	CME	
3.14.2.	The Railways were informed that the target for reduction in effective in 2017-18 is of 10% as compared to 2016-17.	CME	
3.14.3.	Punctuality performance of ECoR,CR,SER,SR,NWR,NR Railways has deteriorated on TL & AC account. These Railways must tighten up their maintenance.	CME	
3.14.4.	**Condition of trains**: The deficiencies noticed during the recent drive for Rajdhani / Shatabdi / Duronto were discussed. The weak areas that have been identified need to be monitored by the CMEs.	CME	
3.14.5.	**Warranty claims**: The Railways should regularly raise warranty complaints on the manufacturers which would also ensure that the unscrupulous firms get weeded out from the system. RDSO has issued a consolidated list of items under warranty and the period of warranty against such items used in coaches.	CME	
3.15.	**Retrofitment of CBC**		
3.15.1.	1,000 Nos. of CBC Head Stocks that are being procured by ICF, RCF & CRWS each should be expedited and distributed to different Railways as per Board's advice. The procurement on WCR has been delayed. ICF and RCF may increase the tendered quantity by 30%. Also, ASR workshop should manufacture additional head stocks. CME/SWR indicated that they can manufacture head stocks for their requirement at Hubli. They were advised to go ahead with the same.	CME	
3.15.2.	NER should monitor the performance of the first retrofitted rake running in Train No.15120/19 MUV-RMM.	CME/NER	
3.15.3.	MRS instructed that in case any coach which is less than 15 years of age requires even single head stock replacement in POH or MLR Workshops, its both headstocks should be replaced and the coach retrofitted with CBC.	All CMEs	
3.16.	**CMM and IT based systems**		
3.16.1.	The issue of integration of different IT based systems	ED/Carr/RDSO	

S. No.	Action	By	Time Schedule
	that are being provided in coaches such as Fire Detection and Fire Suppression Systems, Automated door closing arrangement, GPS based passenger announcement and Passenger Information System, Infotainment System, LED Destination Boards, CCTV based surveillance system, Electronic Passenger Reservation Chart System, RFID tags in coaches and On-board Condition Monitoring Systems was discussed. An integrated specification needs to be prepared by ED/Carriage/RDSO so that most of these equipment could be controlled from a centralized location.		
3.16.2.	CME/RCF stated that LED destination board, PIS and infotainment system is being integrated in the Tejas coaches.	CME/RCF	
3.16.3.	CME/NCR pointed out to the vandalism which may occur in case infotainment screens are provided. He suggested that hot spot could be provided so that passengers could use their smart phones.		
3.16.4.	CME/WR mentioned that Business Intelligence (BI) reports generated from CMM are not of any use, as too much of data entry is required. Also, portable devices issued by CRIS are not working and rail net speed is very slow.	EDME/Chg/RB	
3.16.5.	MRS mentioned that at least few depots should be taken up for paperless working with end to end computerization and only those records should be maintained in paper format what are required for statutory purpose. End to end computerization would lead to the real benefits of computerization.	CME EDME/Chg/RB	
3.16.6.	A meeting of CRIS, CRSE/Chg.'s and Sr. CDO's of the depots where the Pilot has been implemented should be called at Board in order to resolve the issues of CMM.	EDME/Chg/RB	
3.16.7.	CMEs requested that computerization and net connectivity improvement works should be proposed under Plan Head 17 where funds are available. At present these works are proposed under OSW (Other Specified Works).	EDME/Chg/RB	
3.17.	**Infrastructure**: MRS desired that no new pit line should be constructed without provision of Automatic coach washing plant.	CME	
3.18.	The design of bio-toilets where it has not been finalized (such as LHB, Garib Rath, etc.) should be finalized by RDSO at the earliest.	ED/Carr/RDSO	31.08.2017
3.19.	The revision and compilation of RPC IV should be expedited by Railway Board.	EDME/Chg/RB	
3.20.	**Watering of Trains**: Adequate halt should be provided	EDME/Chg/RB	

S. No.	Action	By	Time Schedule
	for watering of trains. A note should go from MRS to MT in this regard, duly indicating the trains where adequate halt has not been provided. CRSE/Chg/SR mentioned that quick watering system has been provided at Erode. This should be done in other depots also wherever required.		
3.21.	CDTS should be functional. Railways may visit BCT Depot for guidance.	CME	
3.22.	Possibility of providing a cubicle in the power car / SLRD for OBHS staff may be explored.	CME/RCF, ICF, MCF ED/Carr/RDSO	
3.23.	CME/WR mentioned that SKF do not permit refurbishing of CTRB more than twice even if the L10 life has not been completed. RDSO should discuss the issues with the OEMs and reconcile the maintenance practices of CTRBs of different manufacturers to the extent possible.	ED/Carr/RDSO	
3.24.	It was discussed that in-house expertise for air brake system of LHB coaches should be developed. CME/WR mentioned that OEMs are reluctant to supply the kits. This issue should be sorted out by EDME/Chg and RDSO.	CME EDME/Chg/RB ED/Carr/RDSO	
3.25.	**Exhibition organized by CAMTECH**		
3.25.1.	The portable lighting tool developed by NR was inspected. MRS desired that following improvement should be made: • Provision of rubberized tyres. • Reduction in weight. • Improvement in battery specifications – ED/ PS & EMU to suggest. • Provision of push button for raising / lowering and swiveling of lights • Provision of light weight frame such as aluminium.	CME/NR	
3.25.2.	The standardized tools for issue to pit line gangs (under gear, side examination) and pressure testing were displayed. MRS suggested that the handle of the hammer should be of a better material such as nylon, etc. and that instead of multiple spanners, box type spanner with ratchet may be provided wherever feasible. This would also reduce the weight of the tool kit.	ED/CAMTECH	
3.25.3.	Good quality and convenient tool bag should be provided.	CMEs	
3.25.4.	The provision of standardized tool kits to the pit line staff should be ensured by the Railways.	CMEs	
3.25.5.	It was discussed that industrial shoes and helmets should be issued to the pit line staff as personal item once every year.	CMEs	
3.25.6.	Jodhpur depot of NWR has provided LED lights with		

S. No.	Action	By	Time Schedule
	train movement actuated sensors for rolling-in examination. The light gets automatically switched on when the train approaches.		
3.26.	**Points raised by the Railways**		
3.26.1.	**NR**: LHB coaches: After completion of 10 years of life, the coaches should be replaced from Shatabdi / Rajdhani trains and deployed in other Mail / Express trains. Requested for shifting of a few Rajdhani trains out of NR in view of the excessive work load.	EDME/Chg/RB	
3.26.2.	**CR** : Cracks in the coach body bolster from welding have occurred in a large number of EMU motor coaches with Siemens propulsion system manufactured by ICF under MUTP-Phase I. ICF should issue a scheme of repairs which is workable.	CME/ICF, RCF, MCF	
3.26.3.	**ICF and few other Railways** mentioned that GMs have power of only Rs.10,000 for carrying out trials of new items as per Finance Directorate's letter. The power of GMs needs to be enhanced.	EDME/Chg/RB	
3.26.4.	**SWR:** IOH and POH should be carried out on the railways where it falls due. Guidelines are under issue from Railway Board.	EDME/Chg/RB	
3.26.5.	**ECoR** : Integration of rake link of Geetanjali and Jaganath Express has resulted in deterioration in the condition of the rake. They should be delinked. Board should issue necessary instructions.	EDME/Chg/RB	
3.26.6.	**SECR**: Moti Bagh Workshop of SECR has a capacity of 35,000 liters of inoculums for bio-toilets per annum. Moreover, capacity enhancement to 70,000 liters per annum has been planned. The in-house capacity should be consumed by the Railways, rather than procuring through NS indents. EDME/Chg should assess the requirement from the Zonal Railways and allot the quota of drawl to the Railways.	CME EDME/Chg/RB	
3.26.7.	**WR**: Corrosion is being noticed in LHB trolleys. Indent for supply of complete trolley is pending on RCF which needs to be expedited. MCF agreed to assist the Railways.	CME/RCF, MCF	
3.26.8.	**SR**: requested for policy directives regarding covered shed. CAMTECH should issue the type plan at the earliest.	EDME/Chg/RB ED/CAMTECH	
3.26.9.	**MCF** requested for allotment of FAC Coaches so that they may turn out complete rakes.	EDME/Chg/RB	
3.26.10.	**COFMOW** requested CMEs to spare cranage area for 3 or 4 coaches so that they could be retrofitted by outside agency.	CMEs	

S. No.	Action	By	Time Schedule
4.0	**<u>Train Set Items</u>**		
4.1.	**DEMU issues:**		
4.1.1.	**Fitment and retro fitment of FIBA on DEMU coaches:** As per the decision of Railway Board, instructions have been issued with concurrence of finance directorate for fitment of FIBA on DEMU coaches: i. ICF will fit FIBA in all DEMU coaches while manufacturing, ii. In all existing coaches FIBA is to be fitted during POH. All DEMU POH shops were instructed to submit demand for FIBA as per their requirement to ICF. iii. ICF to consolidate and procure FIBA for other Railways/DEMU POH shops also.	CME CME/ICF	
4.1.2.	RDSO should process for the increase in speed of MEMU / DEMU upto 110 Kmph. ICF and RDSO should conduct simulation of MEMU / DEMU fitted with air springs in secondary and conical springs in primary suspension for enhanced speed potential of these coaches to 110 Kmph.	ED/Carr/RDSO ED/MP/RDSO	
4.1.3.	**Utilization of 700 HP's TC and DTC for 1400/1600 HP DEMU rakes:** i. All Zonal railways may convert 700 HP DEMU DPCs in to inspection car. ii. RDSO and ICF to submit report for feasibility for use of these TC and DTC on 1400/1600 HP DEMU rake.	CME	
4.1.4.	**Maintenance of DEMU in MEMU sheds and C&W depots:** All railways were advised to identify MEMU shed, C&W depot, where their DEMU will be maintained. The railways are also advised to submit proposal for up gradation of available infrastructure to equip the depot to maintain DEMU.	CME	
4.2.	**EMU / MEMU Issues**		
4.2.1.	Dynamic Trials of air conditioned EMU rake should commence in WR by third week of May, 2017 after obtaining CRS sanction.	CME/WR	
4.2.2.	There was shortfall in production of MEMUs ex RCF during 2016-17. Only 15 rakes have been manufactured during 2016-17. During the current year, RCF has to manufacture 46 rakes and back log of 9 rakes of previous year.	CME/RCF	
4.2.3.	BHEL should be asked to supply electrics of MEMUs in sufficient quantity so that there is no shortfall in outturn of MEMU at RCF. A meeting is to be convened in Board	CME/RCF EDEE/G	

S. No.	Action	By	Time Schedule
	with BHEL.		
4.2.4.	CME and CEE RCF have informed that production of three phase MEMU at RCF will not commence before Oct'18. ICF has also confirmed to supply three phase MEMU during 2018-19 if production of MEMU assigned to them. RCF has been asked to finalize the tender of three phase electrics on priority.	CME/RCF CEE/RCF	
4.2.5.	All MEMUs to be supplied ex RCF should be with air springs in secondary stage for enhancing speed potential to 110 kmph.	CME/RCF	
4.3.	**M&P and Disaster management:**		
4.3.1.	**140 TON BD crane:** i. Regular maintenance of break down cranes including operational checks using main and auxiliary engines to be done by the divisions and to be monitored by headquarters. ii. Inter-divisional audits of cranes in terms of maintenance practices to be done quarterly. iii. AMC of SLI and engines including auxiliary engines to be done by railway till centralized AMC is done by PR and JMP.	CME	
4.3.2.	**Review of video conference held on 02.02.2017:** i. Works for disaster management institute, Bengaluru is in progress. All efforts to be taken by SWR to complete it before Dec' 2018. ii. SWR has to collect videos and photos for the disaster management institute. iii. All railways to make small library of videos and photos of actual accidents site. Photos are being collected. However, videos are required to be prepared more in number. CAMTECH published handbooks on disaster management should also be kept for reference. iv. List of officers and supervisors Railway wise to be submitted by Railway, to prepare PAN- INDIA human resource pool for any reference from accident site, if required. v. Training and refresher training for crane drivers to be planned regularly and crane driver to be sent for refresher course. Director IRIMEE has also been advised to organize course on 140 Ton crane for officers. vi. For 140 t crane maintenance, the minimum maintenance staff as mandated should be	CME	

S. No.	Action	By	Time Schedule
	included from nearest/attached diesel shed. Updated status to be further submitted by railways.		
4.3.3.	**Training and preparedness for Disaster management:** i. Site sketches to be made immediately at site. ii. Breakdown staff to be turned out smartly well equipped at accident site. iii. Quarterly table top exercise with NDRF to be ensured by railways. iv. Rope rescue training to be taken from civil defense/NDRF. v. Paramedical staff training to be imparted to ARME staff. vi. Railways should legislate action to be taken in case of disaster involving AMMONIA, LPG, NAPTHA, and other hazardous chemical. The same to be incorporated in zonal disaster management plan. vii. Railways should also legislate action plan to handle CBRN (chemical, biological, radiological and nuclear) Disaster. The same also to be incorporated in zonal disaster management plan. viii. Each ART must have the contacts of NDRF officials and headquarter to liaison in case of emergency. ix. All on board staff like TTEs, Coach Attendants, and OBHS contractual staff should be trained in first aid, for operation of fire extinguishers and for rescue operation. x. Self propelled ART/HS SPART are provided as replacements for ARMEs and as such should not be utilized as Accident Relief Trains. These should henceforth we called as SPARMEs with all the attendant protocols.	CME	
4.4.	**POINTS RAISED BY RAILWAYS**:		
	DEMU: i. CME/NER raised the issue of enhancement of speed of 1600 HP DEMU. The speed of 1600 HP DEMU has already been increased up to 95 kmph. For further enhancement of speed RDSO and NR to speed up the speed trial under progress. RDSO to submit speed trial report on priority.	CME/NR ED/Carr/RDSO	

S. No.	Action	By	Time Schedule
	ii. CME/ER raised the requirement of unit exchange spares pertaining to 1400 HP DEMU and 1600 HP DEMU. Railway Board will compile all sanctioned Unit exchange and pending items in consultation with ICF and distribute the pending unit exchange spares. Railways were also advised to send proposals under itemized RSP against their requirement and to chase pending itemized RSP sanctioned available with railways. iii. CME/NFR raised the issue of unavailability of list of safety items for DEMU. CDE/ICF and EDME/traction to ensure issuance of list of safety items for DEMU. This exercise to complete before 31.05.2017. iv. CRSE/SR requested allotment of 4-5 DEMU rakes for SR. He has been advised to send the requirement of railway through traffic department.		
	Disaster management: i. MRS instructed CME/ER and CME/CR to develop trouble shooting android APP for 140 T crane. PR to develop for COWANS Sheldon crane and JMP for GOTWALD crane.		
5.0	**<u>Environment & House Keeping Management</u>**		
5.1	Progress on proliferation on OBHS has been very good in 2016-17. 193 OBHS trains were added in 2016-17 against 146 in 2015-16 and 109 in 2013-14. Maximum trains remaining to be covered at present are 47 in SR and 34 in WR. All identified trains to be covered in next 6 months. All new trains meeting the qualifying criteria should also be covered.	CME	
5.2.	'Coach Mitra' Service to be provided in all OBHS trains. 'Coach Mitra' service has been provided in ER, NER, NWR, SER, WCR. NCR and SWR have also started this service.	CME	
5.3.	'Clean My Coach' service has been provided in non-OBHS trains also in NFR in 8 trains and in CR in 10 trains. For non OBHS trains, an alert should go to the passengers that service will be provided at the next major / nominated stop where facility is available. The contract for cleaning of A1 and A category stations can also be used for providing such service / attention.	CME	
5.4.	Information about the scheme / service provided in the train should be stencilled / displayed on all coaches.	CME	

S. No.	Action	By	Time Schedule
5.5.	'Coach Mitra' Service can be provided on all escorted trains by integrating the services of coach attendant, linen attendant and OBHS. Upgrading the 'Clean My Coach' to 'Coach Mitra' will also add dignity to the persons doing the cleaning job.	CME	
5.6.	Effectiveness of OBHS and CTS to be analysed and action taken to improve effectiveness including work quality. Availability of the staff throughout the run should be ensured. Enroute check to be carried out. Cleanliness status of train on arrival at terminal is an indicator of effective cleaning. Collection of garbage at nominated garbage collection points should also be monitored.	CME	
5.7.	In Mechanised Coach Cleaning, maximum 7 depots are remaining to be covered in SR.	CME/SR	
5.8.	Coaching depot premises, station area, stabling yards should also be covered by Pest and rodent control in addition to trains / coaches.	CME	
5.9.	Third Party Audit / survey on cleanliness of important trains will be done shortly.	ED/EnHM/Mech	
5.10.	Blanket washing requirement should also be added in the requirement of mechanised laundry capacity. Traffic Directorate has projected increased requirement for production of AC 3 Tier coaches from present level of around 650 to nearly 1000 per year. This will also substantially increase the requirement of bed roll.	CME	
5.11.	Progressive capacity planning / contract can be done for mechanised laundries keeping in view the future requirements. Mega laundries should be planned. Working capacity to be taken as 80% of installed capacity.	CME	
5.12.	CR have requested permission to carry out trial of thin cold washable blankets. This may be permitted on trial basis with precaution for better monitoring of temperature.	ED/EnHM/Mech	
5.13.	A Committee of CRSE/SCR, CRSE/CR and CRSE/WR was nominated vide RB letter dated 11.05.2016 to review specification of the mechanised laundries and related issues. The Committee should expedite the work and submit its report early.	ED/EnHM/Mech	
5.14.	Only approved brands of Housekeeping / cleaning chemicals and consumables should be used to ensure quality.	CME	
5.15.	All sanctioned Automatic Coach Washing Plants for MTD/NWR, Chitpur/ER, NZM/NR and Tambaram/SR to be expedited. CR, NR, SER, WR & NWR to also set up ACWP on BOO model as already advised. Other	CME	

S. No.	Action	By	Time Schedule
	railways can also install ACWP on BOO model.		
5.16.	No new coaching depot should come up without ACWP.	CME	
5.17.	COFMOW should develop design of Automatic Coach Washing Plant to suit IR's requirement, keeping in view the available designs. This should be done by June, 2017.	CME/COFMOW	
5.18.	EnHM Wing has become operational in HQ & all Divn. in SCR, in HQ & 3 Divn. on SR & ECR, in HQ & 1-2 Divn. in 7 ZRs (ER, NR, NER, NWR, SWR, WR & WCR). EnHM wing is operational in HQ only in CR, NCR & SER and in one Division only in NFR & SECR.	CME	
5.19.	Formation of EnHM Wings on all ZRs and Divisions to be expedited. Exclusive Officer/staff are needed up to minimum JA grade in HQ & at least Sr. Scale in Division. Operationalisation of EnHM wings should result in visible improvement in cleanliness.	CME	
5.20.	DLW, ICF, CW/PER/SR and LGDS/SCR have done very well in achieving 'GreenCo' certification. At least one major workshop in each ZR should be certified as Green Industrial Unit by Dec 2017, followed by other workshops. All PUs should be certified as Green Industrial Units in 2017-18.	CME	
5.21.	Capacity building programme on Energy Efficiency is being carried out at 6 PUs (RCF, ICF, DLW, CLW, DMW, RWF) and 4 Workshops (JMP, JUDW, JHS, GOC) under MOU of IR with CII. These should be completed as planned and followed up to achieve benefits of energy efficiency.	CME	
5.22.	An important policy for making provision of 1% of cost of all Work estimates for executing of environmental works was issued. Funds earmarked on each Railway / PU under this provision to be communicated. ZRs/PUs are required to identify the works and take necessary action.	CME	
5.23.	Pilot plants are being set up at JP and NDLS for environment friendly disposal of municipal solid waste (MSW) including conversion of bio-degradable 'Waste to Energy'. 8 more Solid Waste Management (SWM) plants are to be set up at BSB, ALD, PPTA, SC, CSTM, MAS, SDAH & HWH. e-Tendering has been done by RITES. Concerned ZRs to ensure progress and timely execution.	CME	

S. No.	Action	By	Time Schedule
6.0	**Freight**		
6.1.	Train parting continues to be a cause of concern. RDSO informed that there are 8 approved sources of CBC of WD-70 make. Five of them are Wagons Builders and other three are non wagon builders. Railways to plan for complete switch over to WD-70 CBC in all freight stocks from 1.04.2018. Instructions to the effect to be issued from Board.	EDME/Fr	30.06.17
6.2.	Railways are still using WD 48 knuckles and other components for replacing in WD 70 CBCs. All railways should review the AAC of WD 70 CBC component so as to ensure availability of WD 70 components for replacement in WD 66/70 CBC fitted wagons.	CMEs	Immediate
6.3.	There is need for qualitative improvement in wagon POH in workshop. During POH all components have to be removed cleaned, inspected, repaired and painted before being returned for assembly on the wagon.	CMEs	Immediate
6.4.	Dropping of auxiliary reservoir and draft gear in all wagons has to be ensured by all wagon workshops. Necessary arrangement for required spares to be ensured.	CMEs	Immediate
6.5.	The last overhauling date must be etched on the Grease Seal of CTRB by using Laser Engraving machine, as approved by RDSO. Railways to implement this practice latest by 30.06.2017, after which it shall be treated as a NTXR rejectable defect.	CMEs	30.06.2017
7.0	**Workshops & Production Units**		
7.1.	Proper inspection for corrosion of coaches and maintaining the records of the repairs carried out is a very important aspect in overhaul. The corrosion history and diagram should be prepared and maintained in a manner that they can be easily assessed as and when required.	**CMEs all Zonal Railways**	
7.2.	MRS reiterated the instructions regarding retrofitment of CBCs and exhorted the CMEs to take up this work on a war footing as the targets are stiff and the time available is short.	**CMEs all ZRs, ICF and RCF**	
7.3.	Similar to retrofitment of CBCs, COFMOW is also processing for a centralized contract for refurbishment of coaches, including upgradation of toilets as about 40,000 coaches are to be covered in the next five years. The Zonal Railways need to gear up for undertaking this work	**CMEs all ZRs**	
7.4.	The population of LHB coaches will rise very quickly over the next few years and therefore the Zonal Railways should plan necessary inputs in workshops	**CMEs all ZRs**	

S. No.	Action	By	Time Schedule
	and depots to undertake their maintenance.		
7.5.	SS1 schedule of coaches will henceforth be done in the coaching depot only and no LHB coach will be sent to the workshops for the SS1 schedule.	**CMEs all ZRs**	
7.6.	A number of new products viz., Tejas, Uday, Humsafar, Antyodaya and Deen Dayalu are being manufactured by Production Units. Zonal Railways need to ensure that these coaches are maintained to high standards as the Railways is charging premium fares for these services. All PUs should supply sufficient spares for these coaches to Zonal Railways covering at least the next two years requirement.	**CMEs all ZRs**	
7.7.	As a one-time measure, lump sum allocation has been made under the Pink Book for upgradation of various maintenance facilities on Zonal Railways. There is a need to quickly finalized the proposals and the estimates so that the works can be sanctioned and benefits can start accruing.	**CMEs all ZRs**	
7.8.	The issue of D&G provisions under RSP has been resolved in Railway Board and the Zonal Railways can provide D&G charges under new RSP estimates under the head of "Mechanical Works (other than M&P)". However, these provisions can be utilized only for extension of existing posts and no new post can be created. Extension of posts up to JA grade can now be done at GM's level itself without being referred to Railway Board.	**CMEs all ZRs**	
7.9.	The expenditure under Plan Head 42 has been very low in 2016-17. The Units need to draw up an action plan to ensure that the funds allocated in 2017-18 are fully utilized. CMEs should hold regular minuted meetings with CAO (Construction) / executing agencies to monitor and hasten the progress of work. Similarly, the expenditure under Plan Head 41 was also severely lacking in the previous year and needs follow up by both the Zonal Railways as well as COFMOW	**All CMEs**	
7.10.	The CMEs should monitor the allocation and utilization of funds under B430, so that the maintenance infrastructure is kept in proper fettle. The process is on at Board level to cover coach pit lines also under B430 and more funds will accordingly be provided under this head.	**CMEs all ZRs**	
7.11.	The target date for various certifications i.e. ISO-3834, 5S, IRS etc. is 31st December, 2017 and no delays for whatever reason will be accepted.	**CMEs all ZRs & PUs**	
7.12.	Audit of coaching workshops has already been carried		

S. No.	Action	By	Time Schedule
	out and the deficiencies noticed advised to Zonal Railways. A second round of audit will be shortly conducted to review the action taken so far. The audits of wagon workshops are also being done and some workshops will also be covered by the Quality Council of India.	**CMEs all ZRs**	
7.13.	The concept of Centre of Excellence should be understood by all the Units to include not only the quality of work, but also various other aspects including, inter-alia, availability of all equipments and gadgets, material handling equipment, proper flooring, stacking of material, separation of clean and dirty areas, different colour scheme, training of staff, display of instructions, colour coding etc. The Centre of Excellence so developed should stand apart from rest of the sections of the workshop / PU.	**CMEs all ZRs &PUs**	
7.14.	CRIS has been told to choose one workshop and one depot for end to end computerization where there will be no paper entry except those which are required as per statutory provisions. The workshop and depot is to be identified by Zonal Railways.	**CMEs all ZRs & PUs, EDME(Dev)**	
7.15.	Special emphasis needs to be given to training of staff, supervisors and officers to ensure good quality of workmanship in our maintenance and Production Units.	**CMEs all ZRs & PUs**	
7.16.	Lower Parel, Parel Central Railway, Jagadhari, Lallaguda, Liluah, Ajmer, Kharagpur are some of the workshops that should create knowledge centres for welding and welders of all workshops should be trained in these knowledge centres with the aim of finally making them achieve the 'A' category.	**CMEs all ZRs & PUs**	
7.17.	5 knowledge centres for M&P are to be set up as already advised earlier under the guidance of COFMOW, which will help conduct training and also lay down the timelines for setting up of each of these knowledge centres. It was informed by Southern Railway that they would be able to set up their knowledge centre in two months time.	**CMEs all ZRs and COFMOW**	
7.18.	The condition of most STCs is deplorable as probably these are never visited by Zonal Railways' CMEs. CMEs should visit STC and review the facilities available and the training being provided to both the trainers as well as the supervisors. IRIMEE will be the knowledge centre of training and will provide all necessary assistance to the Zonal Railways and Productions Units for setting up these knowledge centres. It should be ensured that even the contract workers are properly trained to carry out the work for which they are hired.	**CMEs all ZRs and Director/IRIMEE**	

S. No.	Action	By	Time Schedule
7.19.	All zones to organize monthly lecture series under the aegis of IRSE towards improvement of technical knowhow of all officers and supervisors. This would result in improved domain knowledge. The lectures could be organized by officers from all departments and also through experts from outside the Railways.	**CMEs all ZRs**	
7.20.	The response of RDSO and Production Units regarding quality / design issues is extremely slow and the entire system needs to be energized for a quick response. RDSO should normally be able to provide response within 15 days to any query from the Zonal Railways. Poor quality of workmanship from the PUs will be viewed very seriously. RDSO should not wait for a reference from Zonal Railways and should take proactive action to solve problems based on information being shared through social media etc also.	**CMEs all ZRs & PUs and EDs/Carriage, EDs/Wagon RDSO.**	
7.21.	All coaches being turned out from Production Units and workshops should invariably have LED lighting only.	**CMEs all ZRs, ICF, MCF, RCF**	
7.22.	All transfer orders should be complied with within 10 days of issue normally unless otherwise indicated by Board.	**All CMEs**	
7.23.	62 coaches are awaiting repairs in WR due to cracks in bolster. RDSO and PU to work together for resolving the problem quickly.		
7.24.	ICF should develop facility for stress relieving of bogie frames as provided for in the specifications.	**CME/ICF**	
7.25.	Bearing section audits have already been initiated through OEMs, these need to be followed through to the logical conclusion by making good shortcomings as identified.	**CMEs all ZRs**	
7.26.	There is a heavy backlog in RSP work. The CMEs expressed a problem that the Finance of Zonal Railways are not allowing placement of POs until full funds are made available. There is a need to put a policy in place for allowing purchase orders to be placed once sanction is received as in the case of cranes where a new policy has just been finalized.	**EDME/W**	
7.27.	Availability of head stocks and couplers could be a bottleneck for retrofitment of CBCs and the PUs should plan to help the Zonal Railways with material in this regard. Meanwhile, workshops like Hubli, Amritsar, Parel/Central Railway etc. can also gear up to manufacture maximum possible head stocks. Zonal Railways could also initiate their own process for procurement of head stock at their level.	**CMEs all ZRs, ICF and RCF**	
7.28.	Out of 47 workshops, only 17 are ISO 50001 certified.	**CMEs all ZRs**	

S. No.	Action	By	Time Schedule
	The others need to expedite their certification by December 2017.		
7.29.	IMS certification of Jamalpur, Kanchrapara, Dankuni, Budge-budge Tindharia and Haldia workshops have still not been obtained. The target for this is December 2017.	**CMEs ER, SER, NFR**	
7.30.	A presentation was made by CME/South Central Railway on the process adopted by them for achieving ISO 3834 certification. Other zones can take guidance from South Central Railway in this regard. This would also require major hand holding by ICF.	**CMEs all ZRs**	
7.31.	Western Railway showed a film on the Centre of Excellence developed in the FIAT bogie maintenance section of Lower Parel workshop. The film needs to focus more on features that make the section of Centre of Excellence rather than the procedures being followed. CME/Western Railway was requested to make another film bringing out the special features of the section.	**CMEs all ZRs**	
7.32.	NABL certification of central labs, including RDSO labs is required to be done by December 2017. It was informed by CME/RCF that a portion of their lab is already NABL certified.	**DG/RDSO, All CMEs**	
7.33.	One STC and one BTC in each zone is to be developed as a Centre of Excellence for quality training of supervisors and staff	**All CMEs**	
7.34.	The Zonal Railways should take action to merge the trades in workshops through multi skilling, on the line of Lower Parel / Jamalpur workshops.	**CMEs all ZRs**	
7.35.	IRIS Certification is required to be done in all Production Units by the end of December, 2017. It was informed by CME/ICF that during a workshop conducted at RWF/Bangalore, it was indicated that IRIS parameters were under review and would be finalized in May 2017. Any fresh certification will now be done under these parameters only.	**CMEs all PUs, DG/RDSO**	
7.36.	The local passing of coaches continues to be high in Gorakhpur Workshop. The main reasons being non-scraping and painting of under frame and trough floor and bogie frames. Special attention needs to be given to them in all workshops.	**CMEs /ZRs**	
7.37.	Local passing of wagons in Jamalpur workshop continues to be high mainly on account of non dropping of draft gear. This is a serious issue and no workshop should allow this practice.	**CMEs /ZRs**	
7.38.	Sick marking of coaches continues to be very high in Harnaut workshop. The reasons need to be analyzed and corrective action taken immediately under advice to	**CME/ECR**	

S. No.	Action	By	Time Schedule
	Railway Board.		
7.39.	Sick marking of wagons is very high in Kharagpur, Jhansi, Bikaner and Jamalpur Workshop. The Zonal Railways may draw up an action plan to improve their position.	**CMEs SER,NCR,ER & NWR**	
7.40.	The CMEs were informed about a major fire incident that took place in Bhopal workshop due to the large volume of zero value scrap catching fire on 22nd April, 2017. Zonal Railways were advised to review the position of zero value scrap in the workshops and bring it down a minimum . A system for regular clearing up all such scraps from the premises should be set up in all the workshops. South Central Railway gave a presentation on system being followed by Lallaguda workshop in this regard.	**CMEs all ZRs**	
7.41.	A large number of new serviceable as well as condemned wheels, axles, wheel sets and bogie frames are lying in the workshops, as per a recent survey conducted. The Zonal Railways should take immediate action to dispose of the condemned wheels etc. and also adjust their future requirements based on the serviceable and new components already available with them.	**CMEs all ZRs**	
7.42.	There is a need for Jhansi and Harnaut workshops to ramp up their production to reach their rated capacity. The work should be managed by judicious outsourcing and readjustment of staff as far as possible.	**CMEs NCR &ECR**	
7.43.	There are excessive variation in allowed times for similar activities across workshops, for example the allowed time for painting of Non-AC coaches varies from 71 man hours in NBQS to 154 man hours in Triupati workshop. Similar situation is seen in other activities as well. The workshops should therefore conduct bench marking exercise with other workshops of Indian Railways to arrive at a reasonable allowed time for each major activity duly taking into account possible outsourcing where feasible.	**CMEs all ZRs**	
7.44.	There is a wide variation in the unit cost of POH of all types of stock. However, it was felt by CMEs that unit cost being reported by the Zonal Railways may be taking into account different parameters leading to such wide variations. This aspect needs to be studied by a Committee.	**EDME/W**	
7.45.	IRIMEE has done a quality audit of all STCs of Zonal Railways wherein some the STCs have fared very purely. A presentation was made by Director/IRIMEE on the audit carried out by them bringing out the various	**All CMEs**	

S. No.	Action	By	Time Schedule
	issues that need to be tackled for improving the quality of training. The allotted slots for training of apprentices in Production Units and Workshops are lying unused in a number of units. Wide publicity is required to be given as these apprentices can provide us with extra working hands in this time of shortage of manpower.		
7.46.	The wagon manufacturing workshops have a large number of orders pending with them and the outturn in 2016-17 has not been commensurate with the orders in hand. The Zonal Railways need to take immediate steps to ensure that the available orders are complied with quickly as the overall production of wagons has been lacking in the recent past.	**CMEs SR, NR,ER & ECR**	
7.47.	There was no production of DEMU in Haldia during 2016-17 against the target of 4 rakes. CME/South Eastern Railway indicated that Haldia would be able to achieve the target of 100 coaches set for 2017-18 provided shells for motor coaches are received from ICF in time. From next year onwards, SE Railway will make its own arrangements for procurement of shells and will no longer be dependent on ICF for the same.	**CMEs SER,ICF**	
7.48.	There has been a heavy shortfall in production of MEMU coaches in RCF which needs to be made good during 2017-18 by achieving the target of 368 MEMU coaches set for them.	**CME/RCF**	
7.49.	The cost of coach production of various types of coaches varies over the 3 Production Units, with the average cost being the highest in ICF. Rationalization of activities and manpower should be done to bring down the costs to an optimal level without affecting the quality of outturn.	**CMEs, ICF, RCF &MCF**	
7.50.	Earnings from export / NRCs are required to reach a level of Rs.4,000 crores per annum by the year 2020. PUs should gear up to achieve this target. Necessary policies should be put in place for empowering the PUs to enable them garner and cater to NRC orders.	**All CMEs, EDME/W**	
7.51.	The review of incentive schemes at RWF & RCF is required to be done in a time bound manner so that the benefits could start accruing quickly.	**CMEs RWF, RCF**	
7.52.	It is seen that the responses to Audit Paras are perfunctory and poorly drafted. Due attention needs to be given in responding to audit so that their queries / objections can be closed as early as possible. The response being sent from the Unit should invariably have the approval of General Manager.	**All CMEs**	
7.53.	In 2016-17, the utilization of funds under Plan Head 41 has been very low as compared to the BG and also the	**All CMEs**	

S. No.	Action	By	Time Schedule
	revised estimate. CMEs of various Units and COFMOW should draw up action plans to ensure complete utilization of funds in 2017-18.		
7.54.	12 high value machines are waiting for commissioning on Railway's account and 11 others on firm's account even after one year of supply. ZRs/PUs/COFMOW should take immediate action to see that these machines are commissioned without further delay. In future, commissioning of any machine should not be delayed for more than six months after receipt. Towards this end, it is necessary that the site is kept in complete readiness before the machine is received.	**All ZRs, PUs and COFMOW**	
8.0	**Development**		
8.1.	The fitment of Bio-Toilets in the year 2016-17 was as per target, for which the CMEs are commended. However, the target for the fitment of Bio-Toilets in 2017-18 is 40,000. This target must be adhered to. Bio-Toilet vendors who have been given the supply order for installation and fitment often complain that coaches are not being made available to them due to which even though the supplies have reached the consignee depot and their installation team is available there, the fitment work is not being done. This must be sorted out locally and there should be no such instances where coaches are not being offered for fitting Bio-toilets.	All CMEs EDME/Fr./Railway Board	
8.2.	Zonal Railways and PUs are making scattered efforts to purchase and install Vacuum toilets with bio-digesters. This is resulting in inducting technologically dissimilar types of toilet systems that place widely fluctuating demands on the coach's power, coach's pneumatic system, etc. Performance credentials and Quality compliances of the suppliers too are being decided non-uniformly by each purchaser. Therefore, Development Cell, Railway Board must standardize performance specifications (FTR) of Bio-Vacuum toilet system in consultation with RDSO and initiate procurement, installation and commissioning of Bio-Vacuum Toilets for which Pink Book sanction is already available. This is required to prevent multitude of solutions and	All CMEs EDME/Dev./Rly.Board EDS/Carriage/RDSO ED/Coaching/RDSO	

S. No.	Action	By	Time Schedule
	consequently multitude of maintenance spares requirements etc. Once this system is standardized, the same should be replicated across Indian Railways. Fitment of such a purchased system may be done at RCF/ICF. The current tenders that are already out and under finalization may be taken to their logical conclusion but no new tender should be floated until the above design is standardized by Board in consultation with RDSO.		
8.3.	The public at large is complaining about foul odour from Bio-Toilets. Root cause analysis of this must be done and remedial action taken. RDSO must closely associate with solving this problem and give a time-bound action plan.	All CMEs EDS/Carriage/RDSO	
8.4.	The data generated by WILD must be examined daily and given due cognizance. Sr. DMEs must monitor the WILD systems on real-time basis. No WILD system shall be purchased at zonal levels under General Manager's power of sanction since procurement by different agencies will cause serious problems in maintaining the uniformity, integrity and validity of WILD data. There should also be no localized customization of WILD software nor should anybody request the suppliers of WILD for any modification in its threshold setting etc. The only request to vendors of WILD should be for generating management information reports and these requests must be routed through ED/Research/RDSO. Board must be kept informed of such requests, if any.	All CMEs ED/Research/RDSO EDME/Frt./Rly. Board EDME/Dev./Rly.Board	
8.5.	The deployment plan for 25 nos. Online Monitoring of Rolling Stock (OMRS) has been prepared by a Committee of EDME/Frt., EDTT and EDCE(P) at Railway Board. The development plan has been advised to all CMEs. Any issues on this development plan should be immediately resolved with Board.	All CMEs EDME/Frt./Rly.Board ED/Research/RDSO EDME/Dev./Rly.Board	
8.6.	End of Train Telemetry (EOTT) systems are being procured shortly, the tender for which has already been published. The initial EOTTs shall be fitted and run on container trains between Delhi and Mumbai region. The Carriage and wagon staff and officials on the Railways on which these systems shall be running need to be trained for which training provision has been made in the	CMEs – CR, NR, NCR, NWR,WR, WCR EDME/Frt./Rly.Board EDME/Dev./Rly.B	

S. No.	Action	By	Time Schedule
	tender. The route on which these systems shall run and locomotives on which these systems shall be fitted have been separately advised to GMs of the concerned zones. Since the training cannot be held at each and every yard for the C&W staff, CMEs may kindly plan nodal centers for training along these routes and advise the same to Board. Scope and duration of training shall be advised shortly.	oard ED/Testing/RDSO	
8.7.	Development Cell of Railway Board should immediately prepare the Functional Technical Requirements (FTR) of Integrated Coach Condition Monitoring and Communication Systems (ICMCS) which is sanctioned vide Pink Book 2015-16 at a cost of 18.5 crores for 5 coaching rakes. EOI document must be brought in the month of July, 2017 and the tender for the same must be floated by September 30, 2017. All CMEs may give their functional requirements of items to be monitored in sub-assemblies components and systems like – Status of HVAC, Alternator status, Battery performance etc. to be monitored to EDME/Dev.) within one month.	All CMEs EDME/Dev./Rly.Board EDME/Chg./Rly.Board EDS/Carriage./RDSO	
8.8.	RFID tag design has been finalized by the Board in collaboration with CRIS. The fitment drawings for fitting the same on coaches, wagons and locomotives must be finalized by RDSO and issued to Zonal Railways by 30.6.2017 under advice to Railway Board.	EDS/Carriage/RDSO EDS/Wagon/RDSO EDS/Motive Power/RDSO GM/RFID/CRIS	
8.9.	The implementation of IT projects in the workshops, coaches and freight depots is not satisfactory. The functionalities provided in the software by CRIS are not generating actionable alerts and reports to the concerned field staff and officers. All such installations of IT implementations must be re-examined by CRIS in consultation with the ground staff at Zonal Railways and corrective action taken so that the system works in a holistic manner and is designed to generate alerts, alarms and actionable report for the management. The implementation of any IT system must result in improved efficiency and the method to assess the		

S. No.	Action	By	Time Schedule
	improvement in efficiency must be defined by at the project planning stage itself by CRIS and the users. MOU must be drawn between CRIS and Users of these IT systems clearly keeping in mind and clearly defining end goal.		
9.0	**Points raised by Zonal Railways**		
9.1.	**CR** i. The minimum wages are being revised by the State Governments from time to time. Railway Board may issue guidelines on how to deal with such exigencies arising out of the changes made in the minimum wages. ii. Large number of new items fitted in Rolling Stocks by PUs should carry long term AMC with spares also.		
9.2.	**ECoR** i. Drawing of Bio-toilet fitment on LHB coaches needs to be finalized by RDSO & RCF. ii. Merger of rake links of two or more trains having different destinations is causing hindrance to maintainability of trains. This practice needs to be stopped. iii. 120T cranes of VSKP division deployed on KK line needs to be replaced. Specialized cranes suited for working in tunnels would be needed by ECoR. iv. New coaches should be allotted to form ART/ARME.		
9.3.	**ER** i. The sanctioned work for pitlines under covered shed is not progressing for want of policy guidelines from Board. ii. Railway Board may issue instructions for proliferation of EnHM wing in all Divisions.		
9.4.	**ECR** i. Auction of scrap material of Dalmianagar needs to be included in scope of the turnkey work of workshop construction. ii. The proposals sent to Board for upgradation of infrastructure in coaching, wagon and workshops may be approved by Board.		
9.5.	**NCR** i. There is a need for rationalization of hand brake wheels of different wagons during POH. RDSO informed that minimum two sizes of hand brake wheels will be required even after rationalization. ii. Extra funds are required under PH-42.		

S. No.	Action	By	Time Schedule
9.6.	**NWR** i. There is a requirement of motorized wheels for DEMU. Board may consider RSP sanction.		
9.7.	**NFR** i. Safety items list of DEMU issued from Board does not cover many other important items and needs review. ii. MRS instructed CDE/ICF to broad base this list in consultation with Zonal Railways. iii. Need guidelines for fitment of Bio-toilets in DEMU rakes.		
9.8.	**NR** i. There is a need to upgrade the brake down cranes upto 165/175 T with telescopic boom. ii. Eligibility criteria of fire suppression system needs to be formalized.. iii. The work of modernization of AMV Workshop needs to be expedited.		
9.9.	**SCR** i. Rejection of wheels on account of grease seals is high and Zonal Railway is not able to meet the targets. ROH of targets may be reviewed based on holding.		
9.10.	**SER** i. Watering station for newly introduced trains have not been notified due to lack of stoppage time. ii. CDTS toilets fitted in LHB rakes of Rajdhani expresses may be replaced by Bio-toilets.		
9.11.	**SECR :** i. Modernisation work of Raipur workshop is held up on account of COFMOW. **ii.** Railway Board/RDSO may issue guidelines for handling derailment in case of LWR carrying trains. It was suggested such EUR rakes may be fitted with Derailment Detection Device.		
9.12.	**SWR :** i. There is a need to run more and more number of EMU trains in Bengaluru area for which additional EMU rakes may be allotted. ii. It is suggested that at least one wash basin should be provided in door gang way of First AC coaches. SWR should do one trial fitment during POH. **iii.** Berth should be earmarked for accommodation of OBHS staff in trains. MRS suggested that one		

S. No.	Action	By	Time Schedule
	cabin may be provisioned in power car layout for accommodating OBHS staff.		
9.13.	**WCR** i. Methodology of material procurement needs to be reviewed. The process of raising Warranty claims and stocking provisions should be simplified. Specification of materials need review to ensure that they last upto next POH. ii. MLR shop / BPL has surplus released materials which can be taken by other railways.		
9.14.	**WR** i. Issue of AMC of components to be decided. It was decided that wagons CTRB, ICF bearings could be maintained by shops while LHB CTRB should be maintained by OEM. For LHB air brakes, railways should plan for purchase of spares and repair in house. ii. The codal life of blankets and pillows should be reviewed.		
9.15.	**SR** i. Proposal for improvement in pit lines may be sanctioned by Railway Board. ii. Additional rakes of DEMU may be allotted to SR.		
9.16.	**CLW** i. CLW requested that steel foundry may be registered by RDSO. CLW to appoint MECON or any such agency as a consultant for upgradation of Steel Foundry . a. Creation of separate cadre for mechatronics was suggested which was not agreed to. DMW to organize a training on mechatronics for staff. ii. It was informed that there are 182 surplus machines in CLW. Other zonal Railways may raise their requirements for these surplus machines.		
9.17.	**ICF** i. It was highlighted that Board's directive for provision of mechanical and electrical development items to be reviewed.		
9.18.	**MCF** i. Technical Training Center has been notified by Board. It does not have sanctioned posts making its operation difficult. Board may consider expediting the balance staff sanction of		

S. No.	Action	By	Time Schedule
	MCF. ii. The issue of inspection of imported rubber items in absence of RA Berlin may be resolved.		
9.19.	**RCF/KXH** i. It was requested that Railway Board may clarify the need for development of SG LHB Coaches.		
9.20.	**COFMOW** i. Zonal Railways may send their indents either vetted or non-vetted to COFMOW by June 2017. ii. Zonal Railways may resolve issues for machines awaiting commissioning for more than one year. iii. It was suggested that all Coach Washing Plant should be procured with AMC till the end of codal life.		
9.21.	**RWP** i. It was informed that RWP has manufactured wheels more than the target during the last year. ii. It was also informed that the entire laboratory in RWP Bela is NABL certified. iii. RDSO to undertake audit of manufacturing process of wheels at RWP		
9.22.	**DMW** i. It was informed that DMW shall manufacture 10 locos for NRC.		
9.23.	**WPO** i. It was informed that the Tender for Kurnool has opened. ii. The project work of Carriage Repair Workshop, Harnaut is about to be completed iii. MRS instructed that CAO/WP & CAO/Bela shall jointly resolve the problems associated with closing of the RWP/Bela project. iv. It was informed that the construction work of Officers colony in Bela and Harnaut is complete. The Harnaut colony should be handed over by June 2017.		

List of Participants – CME Conference

5th & 6th May 2017 Nainital, NER

Railway Board

S. No.	Designation	Name
1.	MRS	Ravindra Gupta
2.	AM/ME	K. Swaminathan
3.	Adv./EnHM	A.K. Tewari
4.	EDME(W)	Kalyani Chadha
5.	EDME(DEV.)	Nitin Chowdhary
6.	EDME(FRT.)	Ajay Nandan
7.	ED (EnHM)	Shivendra Mohan
8.	EDME(CHG.)	Shailendra Singh
9.	EDEE(G)	Jaideep
10.	DME(Chg.)	Brijesh Dixit
11.	DME(W)	Jayant Kumar
12.	DME(FRT.)	Rajesh Kumar
13.	DME(Traction)	Suman Kumar Tanti

CME of ZONAL RAILWAYS

S. No.	ZONE	Name Of the CMEs
1.	CR	B.L. Patil
2.	ECoR	Anil K. Sharma
3.	ECR	Anil Sharma
4.	ER	R.L.Gupta
5.	NCR	Devendra Kumar
6.	NER	A.K. Singh
7.	NFR	A.K. Sharma
8.	NR	Arun Arora
9.	NWR	Virendra Kumar
10.	SCR	Arjun Mundiya
11.	SECR	Anil Kumar
12.	SER	J.K.Saha
13.	SR	G. Dutta(CRSE)
14.	SWR	P.A. Lamghare
15.	WCR	Rajesh Agarwal
16.	WR	Anil Kumar Agarwal
17.	KRCL	Deepak Tripathi

RDSO

S. No	Designation	Name
1.	ED(Carriage)	Indrajit Singh
2.	ED(wagon)	Sanjay Kumar
3.	ED (PS & EMU)	Nasim Uddin
4.	ED CAMTECH	A. R. Tupe

CME/CEE's of PUs

S. No	PUs	Name
1.	CLW	Samir Toppo
2.	DLW	Suneet Sharma
3.	DMW	Samarendra Kumar
4.	CME ICF	L.C. Trivedi
5.	CEE ICF	R. P. Uday Kumar
6.	MCF RBL	Dilip Kumar Agarwal
7.	CME RCF	P.C. Gupta
8.	CEE RCF	Dinesh Kumar
9.	COFMOW	R.P. Singh
10.	RWP BELA	Amitabh

CAO's of Mechanical

S. No	Organization	Name
1.	IROAF	Ravinder Gupta
2.	Worshop Project/Patna	A. K. Gupta

Training Institutes

1.	Director/IRIMEE /JMP	G. Mallya
2.	Sr.Professor(Mech.)/NAIR	Manish Agarwal