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

No.2008/M(N)/951/21 Pt. III

New Delhi, dated 30.03.2015
31

The General Managers
Eastern Railway, Kolkata
East Central Railway, Hajipur
South Eastern Railway, Kolkata

Sub: Repairs of accumulated Ineffective wagons through Railway PSUs

1. Ministry of Railways has contemplated to achieve a growth of 15% in originating freight loading during 2015-16 as compared to 2014-15. In order to increase the loading on IR, it is necessary that a greater number of wagons are made available for loading. However, a significant number of wagons are ineffective on account of "B" / "C" category unloadable and heavy body repairs.

2. The matter has been deliberated at Railway Board and it has been decided by Board (MM & FC) that SER, ECR, ER may enter into agreements with the wagon manufacturing Railway PSUs as mentioned at para 4 for carrying out the work of heavy repair of bodies of BOXN, BCN and BOBRN wagons.

3. South Eastern Railway shall invite limited tenders from the wagon manufacturing Railway PSUs, i.e. M/s. Braithwaite & Company Ltd., Kolkata; M/s. Burn Standard Company Ltd., Kolkata and M/s. Bharat Wagon & Engg. Company Ltd., Patna, for carrying out the work of heavy repair of bodies of BOXN, BCN and BOBRN wagons at the premises of these PSUs. For the purpose of tendering, tender schedule would be worked out covering the list of all the items of repairs necessitated by the present arisings of wagon repairs at the workshops of SER and ER. A report of SAG level multi-disciplinary committee of SC Railway on such repairs to BOXN wagons may be referred to.

4. Based on the tender, SER shall finalize a rate contract taking into account item-wise acceptable L1 rates of the gamut of repairs involved. Based on finalized item-wise rates, the nominated Zonal Railways/Workshops would have their stock repaired from the nearest Railway PSU as mentioned below:

   a) SER from M/s. Braithwaite & Company Ltd., Kolkata
   b) ER from M/s. Burn Standard Company Ltd., Kolkata
   c) ECR from M/s. Bharat Wagon & Engg. Company Ltd., Patna

5. It is imperative to commence the wagon repairs through the Railway PSUs at the earliest, as there are accumulated arrears in wagon repairs, affecting loading/earning capacity of the railways. Therefore, in the interim period, pending conclusion of the tendering process indicated above, the nominated Railways shall undertake repair works through the Railway PSUs, by paying them labor charges at locally notified rates and material costs at book average rates of the respective Railways, which shall be adjusted once the rates are finalized through tendering process.

6. The scrap generated shall be retained by the Railway PSU's.

7. The PSU's shall not outsource sub-contract this work.

8. This would be a one-time pilot project for a period of 1 year.

9. Following methodology shall be adopted for this purpose:
   (i) Each Railway (ER, ECR and SECR) will nominate yards where these wagons are accumulated for pre-inspection by an SSE (say A) from the concerned Railway. This SSE (A) will identify the wagons which are to be given to the PSUs for repair and such wagons will then be sent to the nominated PSUs.
   (ii) On arrival in the Railway PSU, the nominated SSE (B) and PSU representative shall then jointly pre-inspect the wagons prior to undertaking repairs and shall record the quantum of work to be carried out on the wagon in a Proforma. (say X).
   (iii) All repairs and replacement of material shall be done by the PSU as per RDSO approved procedures and drawings and will be periodically checked by the nominated SSE (B) of the Railway.
   (iv) After the repairs have been completed, the SSE (B) and PSU representative shall jointly inspect the wagon to ensure that the wagon body has been repaired as required. They shall also quantify the repairs carried out.
   (v) The bills of the PSUs will be paid based on the quantum of work done, as jointly inspected.
   (vi) Among the repaired wagons, those which do not require under gear attention will be released to Traffic, while those requiring under gear repair will be sent to the nearest Wagon depot. Wagons due for POH will be sent to nearest Wagon workshop for under gear attention.

This issues with the approval of Board (MM and FC).

(Rakesh Vatash)
Additional Member/ Mech. Engg.

DC
please issue
31/3/2015

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