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

No: 2001/M(N)/951/6 Pt. New Delhi, Dated: 24.02.2019

Principal Chief Mechanical Engineers
All Zonal Railways

Sub: Revision of criteria for Rolling Stock Shield

Ref: (i) Board's letter No. 2014/M(L)/649/2 (Mech. Shield) dated 19.01.2016
(ii) This office letter of even number dated 22.02.2019

Vide letter under reference (i), the criteria for Mechanical Engineering Shield was advised with the approval of Board (MM).

Further, vide letter under reference (ii), guidelines regarding renaming of Mechanical Engineering Shield to **Rolling Stock Shield** and inclusion of performance parameters of **Electrical Coaching, EMU and MEMU** for deciding the Rolling Stock Shield were advised with the approval of Board (MRS).

Board (MRS) has approved the revised criteria for the Rolling Stock Shield and is enclosed as Annexure (03 pages).

The weightage of marks for Mechanical Coaching, Mechanical Freight, Workshop, Mechanical Project and Electrical/EMU/MEMU will be **50 marks each** making a sum total of **250 marks** for the different departments and to this, discretionary marks maximum **upto 25,** will be awarded by Board (MRS) taking into account various extenuating circumstances.

The Railway scoring the maximum marks out of a total of **275 marks** shall be awarded the Rolling Stock Shield for the particular year.

Encl: 03 pages

(Vivek Mohan)
Dir. Mech. Engg. (Frt.)
Railway Board

Copy to:

1. **PSO/MRS** – For kind information of MRS
2. **AM/ME, AM/PU**– For kind information
3. **PED/EnHM, PEDME/WL, EDME/Coaching, EDEE/G, EDME/Project, EDME/Traction, ED/E&R – Railway Board** - For kind information

CRITERIA FOR ROLLING STOCK SHIELD

S.No.	Criteria	Marking System	Marks
Diesel Traction			
-	Punctuality Equipment Failures Availability Specific fuel Consumption Unit Cost	**Removed**	-
Coaching (Total 50 marks)			
1	**En-route Coach Detachment On Ownership basis/100 coach holding (05 marks)**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
2	**Secondary Coach Detachment on Ownership basis per 100 coach holding (05 marks)**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
3	**Ineffective Percentage (05 marks)** A) AC	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
	Ineffective Percentage (05 marks) B) Non – AC	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
4	**Punctuality Performance (05 marks)** **A) Ownership basis**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
	Punctuality Performance (05 marks) **B) Territorial basis**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
5	**Sick Marking due to Wheel shelling / 100 LHB coach holding (05 marks)**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
6	**Total sick marking (ICF+LHB) per month during maintenance/100 coach holding (05 marks)**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
7	**%age of allotted coaches completed in Ph-I of Project Utkrishta (05 marks)**	(a) 100% completed (b) >75% completed (c) < 75%	**05** **03** **0**
8	**Bio-Tank fitment as percentage of coach holding (05 marks)**	(a) 95-100% completed (b) 85-95% completed (c) 75-85% completed (d) < 75%	**05** **04** **02** **01**
Freight (Total 50 marks)			
9	**Ineffective %age of wagons other than POH & ROH (10 marks)**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**10** **08** **06** **04**

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10	ROH Outturn **(10 marks)** (a) 30% for improvement in outturn w.r.t. last year. (b) 70% for achieving targets set by Railway Board (c) **Full marks only when ZRs achieve outturn in excess of 5% above the original target set by Railway Board**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**10** **08** **06** **04**
11	Local passing in ROH depots **(10 marks)**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**10** **08** **06** **04**
12	**Wagon detachment in CC rakes per rake (10 marks)**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
13	**Hot Axle (05 marks)**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
14	**Train Parting (05 marks)**	(a) Top performing 04 Railways (b) Top 5-8 Railways (c) Top 9 – 12 Railways (d) Rest	**05** **04** **03** **02**
Workshop (Total 50 marks)			
15	POH outturn-Coach **including EMU/MEMU/DEMU as percentage of target** **(10 marks)**	(a) Top Railway (b) Top 2nd Railways (c) Top 3rd Railways (d) Top 4-7 Railways (e) Top 08-10 Railways (f) Rest	**10** **09** **08** **07** **06** **05**
16	POH outturn-Wagon **as percentage of target** **(10 marks)**	(a) Top Railway (b) Top 2nd Railways (c) Top 3rd Railways (d) Top 4-7 Railways (e) Top 08-10 Railways (f) Rest	**10** **09** **08** **07** **06** **05**
17	Local Passing – Coach **(05 marks)**	(a) Top Railway (b) Top 2-3 Railways (c) Top 4-5 Railways (d) Rest	**05** **04** **03** **02**
18	Local Passing – Wagon **(05 marks)**	(a) Top Railway (b) Top 2-3 Railways (c) Top 4-5 Railways (d) Rest	**05** **04** **03** **02**
19	**Sick Marking - Coach within 100 days of POH** **(05 marks)**	(a) Top Railway (b) Top 2-3 Railways (c) Top 4-5 Railways (d) Rest	**05** **04** **03** **02**
20	**Sick Marking - Wagon within 90 days of POH** **(05 marks)**	(a) Top Railway (b) Top 2-3 Railways (c) Top 4-5 Railways (d) Rest	**05** **04** **03** **02**

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MECHANICAL PROJECT (Total 50 marks)			
21	**Utilization of Plan Head 42 Budget Grant (25 marks)**	(a) More than 105% funds booked (b)75% to 105% funds booked (c) 60 % to 75% funds booked	**08** **10** **07**
22	**Completion of last Mile Works Physically (upto December) (25 marks)**	More than 90% identified LMWs Completed 75% to 90% LMWs competed Less than 75% LMWs Completed	**10** **08** **07**
ELECTRICAL/EMU/MEMU (Total 50 marks)			
23	**Percentage in effectiveness of (AC&TL) coaches. (Basis-% improvement over average of last two years.) (10 marks)**	07 marks for nil imp./det. + 01 mark for every 10% imp. subject to max. of 3 marks & (-01) mark for every 10% det. subject to max of (-07)marks.	**10**
24	**Percentage in effectiveness of EMU/MEMU coaches. (10 marks)**	07 marks for nil imp./det. + 01 mark for every 10% imp. subject to max. of 3 marks & (-01) mark for every 10% det. subject to max of (-07)marks.	**10**
25	**Punctuality loss on account of TL/AC/EMU /MEMU on territorial basis. (10 marks)**	7 marks for nil imp./det. + 01 mark for every 10% imp. subject to max. of 03 marks & (-01) mark for every 10% det. subject to max of (-07)marks.	**10**
26	i) **Failure rate per 100 AC coaches per month resulting in punctuality loss cases on ownership basis (07 marks)** ii) **Failure rate per 100 TL coaches per month resulting in punctuality loss cases on ownership basis (03 marks)**	AC & TL marks obtained by particular Railway= 7X(Amax- Ax) /(Amax- Amin) Amax= Failure rate per 100 coaches per month of worst performing Railway. Amin= Failure rate per 100 coaches per month of best performing Railway. Ax= Failure rate per 100 coaches per month of particular Railway.	**07** **03**
27	**Accident on account of defect/fire in TL/AC/EMU/MEMU coaches (Negative marking) (10 marks)**	Marks obtained by particular Railway= 10 X (Amax- Ax) /(Amax- Amin) Amax= Maximum failure. Amin= Minimum failure. Ax= Failure of particular Railway.	**10**

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