सदस्य कर्षण एवं चल स्टॉक
एवं
पदेन सचिव, भारत सरकार
रेल मंत्रालय
रेल भवन, नई दिल्ली–110001
MEMBER (TRACTION & ROLLING STOCK)
RAILWAY BOARD
&
EX-OFFICIO SECRETARY
GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAIL BHAWAN, NEW DELHI-110001

NAVEEN GULATI

D.O.No.2022/M(N)/951/34 Pt.2 (E-3390305) **Dated: 23rd June'23**

Dear General Managers,

Sub: Comprehensive review of all aspects related to wagon maintenance with the objective to ensure safe and reliable running of freight trains

Various instructions related to maintenance of wagons, both regarding maintenance activities per se and infrastructure for maintenance, have been issued from time to time by Board. However, it is desirable that the whole gamut of wagon maintenance is treated in a holistic manner for covering almost all issues. Accordingly, following is hereby advised:

1. **Immediate measures to ensure safe running of trains:** Following items need immediate attention:

1.1. Mixing of wagons having BMBS of M/s Knorr Bremse Design (KBD) in a freight train, as per Joint Instructions issued by Board (vide letter no. 2022/M(N)/60/3dated 4th May'23).

1.2. Compliance of Joint Instructions issued by Board vide letter no.2023/TT-1/27/07/Invalid BPC dated 9th June'23 for controlling running of freight trains with invalid BPC.

1.3. Special attention to working/checking, interalia, of brake system, CTRBs, securing of brake rigging & doors, condition of CTRB, CBC, yoke pin support plate, amongst other, during yard examination

1.4. Blocking of doors in BOXN variants, Reduction in height of BOXN & BOST variants and proper working of doors.

1.5. Correct loading and Securing of steel consignments, as prescribed by RDSO.

1.6. Proliferation of Limited Functionality Hot Box Detectors, as per instructions issued by Board vide letter no. 2023/Dev.Cell/IMM1/1 dated 6th Jan'23.

1.7. Cognizance of alerts generated by OMRS/WILDs and follow up action

1.8. Inspection of loading and unloading points by HQ and divisional officers with the objective of preventing damage to wagons, as per instructions issued by Board (vide letter no. 2015/M(N)/951/63 dated 6th April'22), including imposition of penalty and its recovery.

1.9. Inspection and testing of EIMWBs by divisional officers, as per extant instructions

1.10. Inspection of freight maintenance points by HQ and divisional officers, as per extant instructions.

1.11. Detailed investigation of online unusuals in freight trains and those detected during examination in yard/depot: CTRB failures/defects Train Parting/CBC defects, Wagon detachment, etc should be done, corrective action taken and reported to all concerned for taking necessary action at their end.

1.12. As a part of sharing of knowledge, important failure cases and remedial action taken by Railways must also be shared with other Zonal Railways and RDSO.

1.13. IT tools like FMM & WISE must be fully leveraged to get relevant information about work done in wagons during openline and workshop attention.

2. **Augmentation of freight maintenance infrastructure:**

2.1. Indian Railways has set the target of achieving originating loading of 3000 MT by the year 2030. For achieving this target, there will be increase in the overall wagon holding, which will require augmentation of freight maintenance infrastructure, both in open line and workshops.

2.2. Substantial funds have been allotted by Board to the Zonal Railways in the current and previous year, as per requirement given by the Zonal Railways, for augmentation of freight maintenance infrastructure (vide Board's lr. no. 2022-B-106 dt. 16.06.2022 & 16.09.2022, no. 2023-B-106 dt. 18.04.2023 & 19.06.2023) and for eleven Next Generation Freight Yards (vide Board's lr. no. 2023-B-106 dt.28.04.2023 & 2022/M(N)/951/42 dated 15/06/2023). Summary is given in the enclosed **Annexure -"A"** for ready reference. Apart from this, in earlier years also, funds have been allotted.

Similarly, funds to be utilized by Zonal Railways in "Smart Yard" Work may also be planned (Board's letter no. 2020/Dev.Cell/IGRI/4 – Part (1) dated 22/12/2022).

Zonal Railways shall get the specific works sanctioned and executed in an expeditious manner. Planning for the indvidual work should be done jointly by the Mechanical and Operating Departments.

2.3. Deliverable in terms of increase in freight maintenance capacity: Yard-wise depot-wise, workshop wise vis-à-vis existing, to be clearly laid down while planning infrastructure augmentation.

2.4. As per MoU between the MoR and GMs of Zonal Railways, all yard examination points should be upgraded to "A" category in the current year itself.

2.5. Planning for operation of augmented infrastructure also needs to be done parallely to help in start of its utilization, immediately after completion.

3. **Audit of the existing freight maintenance infrastructure and remedial action thereon:**

3.1. An inter-railway quality audit of wagon maintenance was organized receently, which included audit of maintenance infrastructure also. However, the Zonal Railways should undertake such audit themselves also and deficiencies identified during audit to be made up in a time bound manner.

4. **Audit of the freight maintenance procedure in Yard, depots and Workshops:**

4.1. Along with the proper maintenance infrastructure, it is of utmost importance that freight maintenance is undertaken in accordance with the various instructions issued by Railway Board, RDSO, CAMTECH, etc.

4.2. This also needs to be covered in the audit by the Zonal Railways and accordingly necessary corrective action to be taken.

4.3. Adequate availability of material, manpower (in case of shortage-outsourcing), tools & gauges, etc. should also be covered in the audit.

5. **Implementation of modification in Wagons as per RSP allotment/procurement of material sanctioned in RSP**

5.1. Various modifications in wagons to improve reliability/operations have been sanctioned under RSP from time to time.

5.2. These modifications include, amongst others: door blocking and door height reduction in BOXN variants, retrofitment of BMBS/Conventional brake system in wagons having M/s Knorr Design BMBS, twin pipe conversion, door modification of BCNHL wagons, modification in bogies of wagons to increase speed potential, upgradation/rehabilitation of wagons, etc. Details of allotment done for the Zonal Railways and progress so far are given in enclosed Annexure "B".

5.3. Close monitoring of implementation of these modifications is required.

5.4. Also, allotment to Zonal Railway for Provision of Unit Exchange Spares within workshops and maintenance depot (wagons) and upgradation of existing rolling stock to improve reliability and safety was done vide Board's letter 2022-B-104 dated 03.03.2023 & 2023-B-104 dt. 08/06/2023.

5.5. Sanction of specific works/items under this umbrella needs to be processed and implemented.

It would be appreciated if an action plan is prepared by the ZRs covering all the issues mentioned above and sent to Board by 31st July'23.

With best wishes,

DA: As above

Yours Sincerely

23-06-23

(Naveen Gulati)

General Managers
All Zonal Railways

Copy to:

M/O&BD-for kind information
DG/Safety- for kind information

Annexure-A

Funds provided to Railways in Umbrella Work in PH-42

Railway	UW 2022-23 Augmentation of freight maintenance facilities in Indian Railways (in Crore of Rupees) (ref: Board's lr. no. 2022-B-106 dt. 16.06.2022)	UW 2022-23 11 Next Generation Freight Maintenance Yards (in Crore of Rupees) (ref: Board's lr. no. 2023-B-106 dt.28.04.2023)	UW 2023-24 Augmentation /Upgradation of Wagon Maintenance infrastructure (in Crore of Rupees) (ref: Board's lr. no. no. 2023-B-106 dt. 18.04.2023 & 19.06.2023)
CR	107.64	136.55	60
ECoR	13.76	136.55	325
ECR	1.41	136.55	650
ER	76.36	136.55	300
NCR			50
NER	6.62		35
NFR	92.08	136.55	
NR	20.88	136.55	10
NWR		-	80
SCR	81.21		240
SECR	42.07	136.55	100
SER	177.94	273.05	350
SR	33.14		25
SWR	1.04		100
WCR	58.44	136.55	50
WR	105.62	136.55	100
Total	**818.21**	**1502**	**2475**

Progress of RSP Works										
Rly	Retrofitment of Twin Pipe		Complete Renewal of End wall, side wall and flooring of BOXN wagon		Upgradation and Rehabilitation of BOXN wagons to BOXNR		Conversion of Fixed bulk head to foldable bulk head		Rehabilitation of BOXNHL Wagon	
	Allotted	Progress	Allotted	Progress	Allotted	progress	Allotted	Progress	Allotted	Executed
CR	8900	5709	640	284	200	200	0	0	0	0
ER	23420	19209	1780	1139	790	347	100	5	500	0
ECR	9330	2883	200	14	900	14	0	0	2200	0
ECoR	7000	4590	1200	680	0	0	0	0	0	0
NR	23355	19562	400	180	700	618	150	113	0	0
NCR	18820	10757	1700	1440	1900	1228	200	88	0	0
NER	4405	2183	0	0	0	0	0	0	0	0
NFR	6500	4267	0	0	0	0	0	0	0	0
NWR	5415	4568	206	194	1170	1151	0	0	0	0
SR	9460	5838	400	400	800	700	250	71	0	0
SCR	18350	12749	2376	2176	800	600	0	0	0	0
SER	14250	2857	1270	799	1580	1223	600	0	800	0
SECR	32940	24350	2850	2460	3000	2285	800	236	1000	0
SWR	4520	2518	350	215	480	480	0	0	0	0
WR	7060	4721	0	0	1050	1050	100	25	0	0
WCR	24720	19900	1250	875	2123	1782	0	0	500	92
Total	**218445**	**146661**	**14622**	**10856**	**15493**	**11678**	**2200**	**538**	**5000**	**92**

Annexure-B

Rly	Progress of RSP Works									
	Provision of fitment of two doors on BOXNS		Complete renewal of roof and body repair of BCN wagon		Rehabilitation of BOBR/BOBRN wagons		Modification of BCNHL wagons to make them safer and user friendly (BCNHL wagon Door modification)		Special Repairs of wagons (Blocking/Reduction of door)	
	Allotted	Executed	Allotted	Executed	Allotted	Executed	Allotted	Executed	Allotted	Executed
CR	0	0	0	0	0	0	100	65	1000	0
ER	0	0	105	0	1200	183	0	0	1000	0
ECR	0	0	0	0	200	0	0	0	3400	0
ECoR	1500	1049	0	0	0	0	0	0	3000	0
NR	0	0	1178	778	0	0	964	898	1000	0
NCR	0	0	652	652	600	130	400	400	0	0
NER	0	0	0	0	0	0	0	0	0	0
NFR	0	0	0	0	0	0	0	0	0	0
NWR	0	0	0	0	0	0	0	0	0	0
SR	0	0	808	608	300	200	0	0	500	0
SCR	0	0	526	418	1270	420	2130	1763	1100	0
SER	500	0	361	361	600	300	0	0	3000	0
SECR	900	0	1100	948	600	0	0	0	2500	0
SWR	0	0	0	0	0	0	0	0	1000	0
WR	0	0	0	0	0	0	2150	2150	500	0
WCR	0	0	125	119	0	0	780	600	3000	0
Total	**2900**	**1049**	**4855**	**3884**	**4770**	**1233**	**6524**	**5876**	**21000**	**0**

Annexure-B

Rly	Progress of RSP Works						
	Replacement of Brake system in wagons having BMBS of M/s. KBIPL		Wagon for departmental use on other than BG section of IR		Upgradation of wagon for 100 kmph		UW 2022-23 (PH-21) Provision of Unit Exchange Spares within workshops & maintenance depot (wagon) and upgradation of existing of rolling stock to improvement reliability & safety (Ref :Board's letter 2022-B-104 dated 03.03.2023 & 2023-B-104 dt. 08/06/2023)
	Allotted	Executed	Allotted	Executed	Allotted	Executed	Allotted
CR	0	0	0	0	258	0	20
ER	1400	5	0	0	3169	47	40
ECR	0	0	0	0	0	0	1.2
ECoR	0	0	0	0	0	0	8.48
NR	400	0	33	1	479	12	13.8
NCR	1500	24	0	0	2558	126	2
NER	0	0	46	0	15	0	1.45
NFR	0	0	0	0	47	0	34.5
NWR	0	0	0	0	1050	84	4.23
SR	250	0	15	0	1059	47	20
SCR	1110	15	0	0	3002	544	60
SER	500	0	0	0	2573	0	34.78
SECR	1250	0	0	0	2458	47	40
SWR	0	0	0	0	0	0	6
WR	0	0	0	0	291	21	13
WCR	1090	24	0	0	1044	235	6
Total	**7500**	**68**	**94**	**1**	**18003**	**1163**	**305.44**

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

Azadi Ka Amrit Mahotsav

आज़ादी का अमृत महोत्सव

JOINT PROCEDURE ORDER

No. 2022/M(N)/60/3 (E-3387858) **New Delhi, dated: 04.05.2023**

General Managers,
All Zonal Railways

Sub: Measures for operation of freight trains consisting of wagons having BMBS - Latest instructions regarding mixing of wagons

Ref: (i) Railway Board's Letter of even no. dated 17.01.2023 (copy enclosed)
(ii) Railway Board's Letter of even no. dated 21.03.2023 (copy enclosed)

Revised instructions regarding measures for operation of loaded freight trains consisting of more than 50% wagons having BMBS were issued by Railway Board vide letter u/r (i). In these instructions certain conditions for mixing of BOXNHL and BTFLN wagons, amongst others, were stipulated.

However, in order to expedite mixing of wagons, these conditions for BOXNHL and BTFLN wagons have been re-considered and latest instructions are given in the enclosed Annexure-A. These latest instructions will supercede the instructions given in para 3.1 (a) & (c), 3.2 (a) & (c) and 3.3 (a) to (c) of Annexure "A" of the Board's letter u/r(i).

Compliance of these latest instructions and remaining instructions mentioned in the Board's letters u/r (i) & (ii) are to be ensured by the Zonal Railways.

This is being issued with the approval of M/T&RS and M/O&BD.

DA: as above

(Avinash Kumar Mishra)
EDTT(S)
Email:avinash.mishra17@nic.in
Tel: 011-23047302

04/05/2023
(Vinay Kumar Agarwal)
EDME (Freight)
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Tel: 011-23383167

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PSO to M/T&RS- for kind information of M/T&RS
Sr.PPS to M/O&BD- for kind information of M/O&BD
PSO to MI- for kind information of MI
DG/RDSO- for kind information
AM/ME, AM/TT & AM/Traction- for kind information

Rail Bhavan, Raisina Road, New Delhi - 110001

Latest Instructions regarding mixing of BOXNHL & BTFLN wagons having Bogie Mounted Brake System (BMBS)

Note: Changes in clause 3.1 (a) & (c), 3.2 (a) & (c) and 3.3 (a) to (c) in Annexure "A" of Board's letter of even no. dated 17th Jan'23 are shown in Italics in font size 14 & in Bold letters

3. Mixing of Wagons:

3.1. Efforts to be made for mixing **of Railway Owned**wagons having Knorr designBMBS with wagons having other design of BMBS/Conventional brake system to the extent possible, depending upon the availability of suitable wagons, targeting following max. % wagons with Knorr Design BMBS in a freight train:

SN	Type of Rakes	Target max. percentage of wagons with Knorr design BMBS in a freight train	Condition
a)	***BOXNHL***	***50%***	***Mixing to be done within BOXNHL and with other BOXN variant wagons***
b)	BOXNHL25	70%	Mixing to be done within **BOXNHL25 type wagons ONLY**
c)	***BTFLN***	***50%***	***Mixing to be done within BTFLN and with BTPN wagons***
d)	BCFC	85%	Mixing to be done within BCFC wagons ONLY
e)	BOXNS	0%	Mixing not required as all **BOXNS** wagons having conventional brake system
f)	Wagon types other than mentioned in point a) to e) above	35%	Mixing to be done within compatible wagons ONLY

3.2. For avoidance of doubt, it is reiterated that

a. Mixing of BOXNHL type wagons is to be done within BOXNHL and with other BOXN variant wagons

b. Mixing of BOXNHL25 wagons is to be done within BOXNHL25 type wagons ONLY

c. Mixing of BTFLN wagons is to be done within BTFLN and with BTPN wagons

d. Mixing of BCFC wagons is to be done within BCFC type wagons ONLY

04/05/2023

04/5/23

3.3. New rakes of BOXNHL wagons which are being manufactured are to be directed, as under, for the purpose of mixing:

a. ***Newly built wagons' despatch to be prioritised to the CC depots where mixing of wagons is lower and/or CC depots whose rakes are mostly running in high gradient sections. Advise in this regard shall be issued by Board, as per requirement, from time to time***
b. ***After POH and Heavy repairs, BOXN variant wagons to be dispatched to the nearest CC depot for utilization in mixing***

3.4. Efforts to be made for mixing **<u>of Privately Owned</u>** wagons having Knorr designBMBS with compatible wagons, of the same owning entity,having other design of BMBS/Conventional brake system, to the extent possible, depending upon the availability of suitable wagons, targeting max. 50% wagons with Knorr design BMBS in a freight train.

3.5. Conditions mentioned at para 3.1 and 3.4 are desirable, not mandatory ones.

3.6. Planning for mixing of wagons, as mentioned in paras3.1 & 3.4 above, is to be done yard wise by the Zonal Railways and closely monitored by PCMEs and PCOMs of the respective Zonal Railways.

*****

04/05/2023

Rail Bhavan, Raisina Road, New Delhi - 110001

Recorded Notes of Meeting held on 12th Jan'23 in Railway Board regarding issues related to Bogie Mounted Brake System (BMBS) of M/s Knorr Bremse Design

Attended by-

a) Sh. Naveen Gulati, M/T&RS
b) Sh. Braj Mohan Agrawal, DG(Safety)
c) Sh. Sanjiv Bhutani, DG(RDSO)
d) Ms Jaya Varma Sinha, AM (TT)
e) Sh. R. K. Mangla, AM (PU & ME -L/A)
f) Sh. V.K. Agarwal, EDME/Freight
g) Sh. Manish Thaplyal, EDS(Wagon)/RDSO
h) Sh. S.K. Sharma Director(Wagon)/RDSO

The issues of poor and erratic behaviour of BMBS of M/s Knorr Bremse design supplied to Indian Railways need to be resolved at the earliest. After detailed deliberations, following action plan was decided-

SN	Item	Action by
1.	As already advised on 31st Dec'22, Planning for mixing of wagons to be done yard wise and closely monitored by PCMEs and PCOMs of the Zonal Railways and Railway Board. The current speed restrictions as advised to the ZRs shall continue till further advice.	PED/ TT(M) EDME (Frt)
2.	Trial of Modified design of M/s Knorr to be accorded top priority and closely monitored (with both 10" and 11" brake cylinders). Instrumented trials of 10" modified brake cylinders to be completed by Feb'23. M/s KBIPL to be followed up for completing trials with 11" brake cylinders by Mar'23. Decision to be taken for its retrofitment in existing wagons after successful completion of trials.	EDS(Wagon)/ RDSO
3.	At present M/s Knorr Bremse (KB) design BMBSs are being overhauled and continue to be used, despite braking issues being faced associated with KB design BMBS. Hence, duly considering the difficulties in retrofitment by conventional (under frame mounted) brake system – use of overhead welding, modification required for fitment of brake cylinder, etc, replacement of KB design BMBS in wagons is to be done with other approved design of BMBS, as an interim measure till modified design of M/s Knorr is proven satisfactorily. Priority for retrofitment to be given to BOXNHL, BOXNHL25, BTFLN & BCFC wagons, which are having higher percentage of KB design BMBS.	EDS(Wagon)/ RDSO EDME/Frt
3.1.	Approximately 30,000 wagons to be planned for retrofitment in 2023-24, starting from 1st April'23. 100% wagons in POH and, initially, 50% of wagons in ROH to be retrofitted. From 1st July'23, 100 % wagons in ROH to be taken up for retrofitment. Pace of retrofitment would depend upon the satisfactory proving out of modified design of M/s Knorr and its supply for modification of existing BMBS.	EDS(Wagon)/ RDSO EDME/Frt
3.2.	Centralised procurement of BMBS for retrofitment to be done by Board, against the proposed RSP for 88,000 wagons. However, ordering and supply to be matched with plan mentioned in para 3.1 above.	EDME/Frt EDRS(S)
3.3.	Cost of such forced retrofitment to be charged to OEMs of M/s KB design. Modalities shall be worked out and advised to the Zonal Railways by Board.	EDRS(S) EDFS EDME/Frt
4.	In new wagons being manufactured, fitment of Conventional (under frame mounted) Brake System to be stipulated (cut-off date 1st May'23). Review of this decision to be undertaken in Oct'23. Accordingly, necessary instructions to the wagon builders to be issued by RDSO.	EDS(Wagon)/ RDSO

VINAY KUMAR AGARWAL Digitally signed by VINAY KUMAR AGARWAL Date: 2023.01.17 18:50:54 +05'30'

SN	Item	Action by
5.	RDSO to procure necessary sensors and other equipments so as to measure all relevant parameters related to working of Brake System of wagons.	ED/Testing/ RDSO
6.	Both M/s KBIPL and M/s Escorts to be followed up for certification of their BMBS designs through ISA by Feb'23.	EDS(Wagon)/ RDSO
7.	Development of Additional Sources of BMBS (M/s Wabtec and M/s Dako) to be closely monitored. Following tentative timelines were informed:	EDS(Wagon)/ RDSO
7.1.	Testing and trials with 11" single brake cylinder of M/s Wabtec to start in Feb'23	
7.2.	Twin brake cylinder per bogie of M/s Wabtec fitment trial likely to start in June'23.	
7.3.	Field trial of M/s JWL-Dako BMBS 11" brake cylinder to start in Feb'23	
8.	Trial with 50% brake power in Escorts make BMBS rake and conventional brake system rake to be done at higher speeds also (than currently prescribed speed limits). PDC 31.01.2023.	EDS(Wagon)/ RDSO
9.	RDSO has developed one design concept for underframe mounted brake system for wagons which is expected to provide better reliability than the existing design.	EDS(Wagon)/ RDSO
9.1.	One prototype of this design has been built at M/s BESCO Wagon Ltd. using two cylinders and two slack adjusters per wagon. Existing components have been used. This should take care of the hanging parts. Fine tuning of the design and layout is being undertaken. One rake to be put on trial using this inhouse design.	
10.	Consultancy for study of brake systems and root cause analysis of poor & erratic behaviour of BMBS of wagons of M/s Knorr Bremse design, as already advised to RDSO, to be expedited.	EDS(Wagon)/ RDSO
11.	Review of above actionable points will be done every month.	EDME (Frt)

No. 2022/M(N)/60/3 (E-3387858) dated 17.01.2023

This is being issued with the approval of M(T&RS).

VINAY KUMAR AGARWAL

Digitally signed by VINAY KUMAR AGARWAL
Date: 2023.01.17 18:51:25 +05'30'

(Vinay Kumar Agarwal)
Executive Dir. Mech. Engg. (Freight)

Copy to:

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EDCC- for kind information

भारतसरकार **GOVERNMENT OF INDIA**
रेलमंत्रालय **MINISTRY OF RAILWAYS**
रेलवेबोर्ड **RAILWAY BOARD**

No: 2022/M(N)/60/3(E-3387858) **New Delhi. dt: 21.03.2023**

General Managers,
CR & SCR

Sub: Mixing of BCFC/BCFCM Wagons with BCCW wagons owned by NRCs for bringing down %age of M/s.Knorr Bremse design BMBS Wagons in a rake

Ref: i) This office letter of even number dated 17th Jan'23 (copy enclosed)
ii) RDSO's letter no MW/SPD/BG dated 17th Feb'23 (copy enclosed)

Apropos above, following is hereby advised:

a) Mixing of BCFC/BCFCM wagons (which are having M/s Knorr Design Bogie Mounted Brake System) with BCCW Wagons (which are having underframe mounted brake system), owned by the same Non Railway Customer (NRC) and working within a Railway under the same wagon investment scheme, may be undertaken, targeting max. 50% wagons with M/s. Knorr Bremse design BMBS in a rake.

b) Operating speed of the mixed rake shall be governed by the stipulation given in RDSO's letter u/r (ii) and lower of the sanctioned speed of BCFCM/BCFC/BCCW Wagons on the ZR/Division and other speed restrictions notified by the respective ZR/Division.

Necessary action in this regard may be taken at the earliest.

This issues with the approval of Board (M/T&RS and M/O&BD)

DA: As above

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DG/RDSO- for kind information
GMs- Zonal Railways (except CR & SCR)- for kind information
AM/ME, AM/TT, AM/Traction- for kind information
PED/Safety, PED/TT/M, PED/EE/RS & EDCC- for kind information

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

JOINT PROCEDURE ORDER

No. 2022/M(N)/60/3 (E-3387858) **New Delhi, dated: 17.01.2023**

General Managers,
All Zonal Railways

Sub: Measures for operation of freight trains consisting of wagons having BMBS - Revised instructions

Ref: (i) RDSO's Letter Nos. MW/APB/BMB dated 31.12.2022 & 05.01.2023
(ii) Railway Board's Letter Nos. 2022/M (N)/60/3 dated 23.07.2022 & 31.12.2022

Instructions regarding measures for operation of loaded freight trains consisting of more than 50% wagons having BMBS have been issued by RDSO vide its letters u/r (i). In this regard, some issues have been highlighted by the Zonal Railways in implementation of these instructions.

After due consideration, it has been decided to revise the instructions mentioned in para nos. 3.1, 3.3 & 3.4 of letter u/r (i) dated 31st Dec'22 and para nos. 3.1, 3.2.1 & 3.2.2 of letter u/r(i) dated 5th Jan'23. The revised instructions are given in the enclosed Annexure-A. Compliance of these revised instructions and remaining instructions mentioned in the RDSO's letters u/r (i) are to be ensured by the Zonal Railways.

This is being issued with the approval of M/T&RS and M/O&BD.

(Kishore Vaibhav)	(Deepak Kumar Jha)	(Vinay Kumar Agarwal)
ED/EE(RS)	EDTT(S)	EDME (Freight)

Copy to:
Sr.PPS to CRB & CEO- for kind information of CRB
PSO to M/T&RS- for kind information of M/T&RS
Sr.PPS to M/O&BD- for kind information of M/O&BD
PSO to MI- for kind information of MI
DG/RDSO- for kind information

Annexure-A

Revised Instructions regarding Measures for Operation of freight trains consisting of wagons having Bogie Mounted Brake System (BMBS)

1. Max. Speed Limits:

1.1. Normally, Speed limits for operation of freight trains in loaded condition on IR track consisting of more than 50% wagons having Bogie Mounted Brake System (BMBS) shall be as under:

Sr. No.	Track terrain	Max. Speed limit (Kmph)
a)	Level	60
b)	Down gradient of 1:200 to <1:150	50
c)	Down gradient of 1:150 to ≤ 1:100	40
d)	Down gradient of >1:100	30

1.2. The speed restrictions mentioned in para 1.1 above are the general guidelines. An interdisciplinary committee of branch officers of Engineering, Traffic, Mechanical & Electrical, at the divisional level, may decide the specific speed restrictions to be followed, based on typical topographical conditions mentioned below and operation requirements, over and above these general guidelines:

1.2.1. Where the length of down gradient is less than 1 Km, imposition of speed restriction may be decided depending upon the topography of the section ahead.

1.2.2. In cases where the length of down gradient is more than 1 Km, which is followed by upgradient, speed restriction to be imposed to be decided according to the operational requirement, such as to avoid stalling of the freight train in the upgradient.

2. Accordingly, speed restrictions to be imposed, chainage wise, in a section for operation of the freight trains in loaded condition consisting of more than 50% wagons having BMBS are to be suitably advised to the Loco Pilots and Train Managers. These speed restrictions should also be displayed to crew through CMS.

2.1. The speed restrictions to be imposed should also be advised suitably to the Crew Controllers, CLIs/LIs and TIs. Regular counselling and monitoring of the LPs and TMs for compliance of the speed restrictions to be undertaken by the Zonal Railways.

3. Mixing of Wagons:

3.1. Efforts to be made for mixing **of Railway Owned** wagons having Knorr design BMBS with wagons having other design of BMBS/Conventional brake system to the extent possible, depending upon the availability of suitable wagons, targeting following max. % wagons with Knorr Design BMBS in a freight train:

SN	Type of Rakes	Target max. percentage of wagons with Knorr design BMBS in a freight train	Condition
a)	BOXNHL	75%	Mixing to be done within **BOXNHL type wagons ONLY**
b)	BOXNHL25	70%	Mixing to be done within **BOXNHL25 type wagons ONLY**
c)	BTFLN	75%	Mixing to be done within BTFLN wagons ONLY
d)	BCFC	85%	Mixing to be done within BCFC wagons ONLY
e)	BOXNS	0%	Mixing not required as all **BOXNS** wagons having conventional brake system
f)	Wagon types other than mentioned in point a) to e) above	35%	Mixing to be done within compatible wagons ONLY

3.2. For avoidance of doubt, it is reiterated that

a. Mixing of BOXNHL type wagons is to be done within BOXNHL type wagons ONLY
b. Mixing of BOXNHL25 wagons is to be done within BOXNHL25 type wagons ONLY
c. Mixing of BTFLN wagons is to be done within BTFLN type wagons ONLY
d. Mixing of BCFC wagons is to be done within BCFC type wagons ONLY

3.3. New rakes of BOXNHL wagons which are being manufactured are to be directed, as under, for the purpose of mixing:

a. From Kolkata area wagon builders-Monthly upto 10 rakes to DDU/ECR, upto 5 rakes to BIA/SECR and upto 5 rakes to NKJ/WCR
b. From Jabalpur area- all to NKJ/WCR
c. From Bhuj area- all to BSL/CR

3.4. Efforts to be made for mixing **of Privately Owned** wagons having Knorr design BMBS with compatible wagons, of the same owning entity, having other design of BMBS/Conventional brake system, to the extent possible, depending upon the availability of suitable wagons, targeting max. 50% wagons with Knorr design BMBS in a freight train.

3.5. Conditions mentioned at para 3.1 and 3.4 are desirable, not mandatory ones.

3.6. Planning for mixing of wagons, as mentioned in paras 3.1 & 3.4 above, is to be done yard wise by the Zonal Railways and closely monitored by PCMEs and PCOMs of the respective Zonal Railways.

2075202/2023/O/o Ch.OS/C&W/PCME/SCR

File No.RDSO-MW0LKO(WD-I)/4/2020-O/o PED/SW/RDSO

भारत सरकार - रेल मंत्रालय
अनुसंधान अभिकल्प और मानक संगठन
लखनऊ - 226 011
EPBX (0522) 2451200
Fax (0522) 2458500

Government of India-Ministry of Railways
Research Designs & Standards Organisation
Lucknow - 226 011
DID (0522) 2450115
DID (0522) 2465310

MW/SPD/BG **Dated: 17.02.2023**

CRSE (Freight)
South Central Railway,
Secunderabad

Sub: Issues related to regular operation of privately owned BCCW and BCFCM rakes.

Ref: (i) CRSE (Frt.)/SCR letter no. M.95/GM sanction/BCCW dated 21.12.2022.
(ii) Final Speed Certificate No. MW/SPD/BG/BCFCM dated 21.10.22 of BCFCM wagon.
(iii) Provisional speed certificate No. MW/SPD/Rajashree dated 23.07.2020 of BCCW wagon.
(iv) Provisional Speed Certificate No. MW/SPD/BG/BCFC dated 14.12.2022 of BCFC wagon.

***

The issue raised by SCR vide letter under reference (i) above, have been examined and parawise reply is as following:

(a) Comparison table consisting main parameters of BCCW, BCFC and BCFCM wagons is shown below:

S. No	Description	BCCW		BCFC		BCFCM	
1	Axle load	22.9 t (Max.) 21.82t (operational)		22.32 t		22.9 t	
2	Tare weight	23.25 t		23.2 t		23.1 t	
3	Pay load	64.3 t		66.1 t		68.5 t	
4	Length over coupler	10713		10713		10713	
5	Width over all	3248		3245		3245	
6	Over all height	4115		4165		4265	
7	Volumetric capacity	70.00 c.m.		75.8 c.m.		78.98 c.m.	
8	Wheel dia	1000		1000		1000	
9	Bogie	CASNUB 22HS		CASNUB 22 HS		CASNUB 22 HS	
10	No. of wagons per rake	59		59		59	
11	Commodity	Cement/ Fly ash in loose condition		Cement/ Fly ash in loose condition		Cement/ Fly ash in loose condition	
12	Method of discharge	Air Assisted Gravity discharge		Air Assisted Gravity discharge		Air Assisted Gravity discharge	
13	Permitted speed	Empty	Loaded	Empty	Loaded	Empty	Loaded
		65	65	65	60	100	60

In view of above, BCCW & BCFC/BCFCM wagons can be operated in mixed rake however the maximum permitted speed of the mixed rake will be 65 kmph in empty and 60 kmph in loaded condition.

(b) In the provisional speed certificate referred at (iii) above, composition of rake of BCCW is mentioned as 59 wagons so it can be operated accordingly.

2075202/2023/O/o Ch.OS/C&W/PCME/SCR

File No.RDSO-MW0LKO(WD-I)/4/2020-O/o PED/SW/RDSO

(c) For regular operation of BCCW wagon, oscillation trial of the wagon is planned over Mahoba-Khajuraho section of NC Railway and G.M sanction has been received. BCCW is designed by M/s Texmaco Ltd. and owned by different private firms.

To conduct the oscillation trial in empty and loaded condition two BCCW wagons are required at Jhansi workshop. So please identify two wagons (one in empty and other loaded condition) and arrange to dispatch to Jhansi workshop for oscillation trial. Final speed certificate shall be issued after completion of oscillation trial and Railway Board sanction shall be obtained subsequently. It is for your kind information & necessary action please.

This is being issued with the approval of competent authority.

.**Encl.**: Nil

Digitally Signed by Arvind Kumar
Date: 17-02-2023 19:45:23
Reason: Approved

(Arvind Kumar)
Jt. Director/Wagon
for Director General/RDSO

Copy to: EDME/Freight Railway Board- for kind information please

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

No.2023/TT-1/27/07/Invalid BPC

New Delhi, Dated 09.06.2023

General Managers,
All Zonal Railways

Sub: Joint Instructions for controlling running of freight trains with invalid BPC

Kindly find enclosed herewith (Annexure-A) "Joint Instructions for controlling running of freight trains with invalid BPC".

Strict compliance of these instructions shall be ensured by the Zonal Railways.

This is issued with the approval of Board (M/O&BD and M/T&RS)

(Avinash Kumar Mishra)
EDTT/S
Email:avinash.mishra17@gov.in

(Vinay Kumar Agarwal)
EDME (Freight)
Email:edmef@rb.railnet.gov.in

Copy to:
Sr.PPS to CRB & CEO- for kind information of CRB
PSO to M/T&RS- for kind information of M/T&RS
Sr.PPS to M/O&BD- for kind information of M/O&BD
PSO to DG/Safety- for kind information of DG/Safety
DG/RDSO- for kind information
AM/ME, AM/TT & AM/Traction- for kind information
MD/CRIS- for kind information
CAO/FOIS- for kind information and necessary action

Annexure-A

Joint Instructions for controlling running of freight trains with invalid BPC

1. No loading shall be done after expiry of permissible days (excluding grace period) or kilometer, whichever is earlier, in CC rakes or after expiry of permissible days (excluding grace period) in Premium/Special Premium rake, as mentioned in the BPC of the respective rake. In case of End to End (ETE) examined rakes, second loading is not permitted, without examination. Any deviation in these stipulations will render the rake as running with invalid BPC.

2. After loading within the validity period, as mentioned in para 1 above, efforts shall be made for ensuring that after unloading rake reaches the examination point within the grace period prescribed in BPC of CC/Premium/Special Premium rakes. However, if due to some unavoidable circumstances, any rake does not reach the examination point within the grace period, in such cases additional TMLP (earlier known as GDR) check, including calculation of Brake Power %age, shall mandatorily be conducted after the grace period. Such rakes shall be considered valid only for movement towards examination point. Suitable color/flag shall be provided for such rakes in FOIS/FMM.

3. Empty rakes due for examination should ideally be examined at the first nominated freight examination point. However, if congestion in the section/yard is envisaged due to capacity constraint, such rakes can be moved to the next nominated C&W point, as per instruction issued by the respective Zonal Railways.

4. Examination in empty condition in all variants of BOXN/BOBRN/BTPN & BLC to be done only on pattern of CC/Premium/Special Premium. However, in case it is not possible, reasons for the same to be recorded. End to End examination is to be gradually phased out.

5. For premium rakes, the grace period shall be 5 days (instead of currently stipulated 3 days).

6. Efforts shall be made to send loaded rakes having sufficient validity period to terminals/sidings/cluster where back loading is generally done. However, in case loading is done in an expired BPC validity rake, it should be examined there in the siding/terminal/cluster, if facility is available. However, in case such facilities are not available, then following conditions will apply for running of such rakes:

   6.1. Such rakes can run on the basis of TMLP check, including calculation of Brake Power %age, only upto the first nominated freight examination point in the direction of train movement for intensive examination and issue of BPC (ETE).

   6.2. Such rakes will have to be examined after unloading in empty condition only (they will not be backloaded again, after unloading, without examination in empty condition).

   6.3. Such rakes shall have suitable flag in FOIS & FMM.

   6.4. Freight train examination facilities shall be provided at such terminals/sidings/cluster, if considered feasible by the Zonal Railways (PCME & PCOM).

7. Provision shall be made in FOIS for generating a daily report in MIS, by 20th June'23, for monitoring by the Board/Zonal Railways/Divisions of cases of loading in rakes having invalid BPC and rakes which have not reached the examination point within the grace period.

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

No. : 2023/Dev.Cell/IMM1/1 (E-3417347) **Dated: 16/01/2023**

The Principal Chief Mechanical Engineers
All Zonal Railways

Sub: Control of online cases of Hot Boxes

There has been a steep rise in the online cases of Hot Boxes in recent months compared to last the financial year.

The issue was discussed in a high-level meeting recently and it was felt that in addition to design upgradation and maintenance interventions for CTRB, attempts at timely detection are also necessary to avoid the consequences of Hot Box cases.

RDSO has recently issued a comprehensive specification of Hot Axle Box Hot Wheel Detector system (HAHW). This specification has several enhanced functionalities to capture potential cases of hot axle and also cases like brake binding and other hot wheel occurrences with a high degree of accuracy through multiple sensors. This specification has been framed after detailed deliberation with the manufacturer of similar equipment used in advanced railroads. However, since HAHW of such specification has never been tried on Indian Railways, it would require Proof-of-Concept (POC) through detailed and monitored validation trials.

Meanwhile, Zonal Railways have also been trying limited functionality Hot Box Detectors on a local level. Recent reports from SR & DFC have shown encouraging results for these limited functionality Hot Box detectors.

In view of the above, Zonal railways are advised to take the advantage of efforts made at DFC and SR to continue installing limited functionality Hot Box detectors, as an immediate measure to mitigate the risk associated with Hot Boxes, till such time RDSO's comprehensive specification of HAHW devices is ready for general proliferation after successful completion of Proof-of-Concept through detailed and monitored validation trials. These may be installed at critically identified locations by ZRs.

This issues with the approval of Board [M/TRS].

PARAS MEHENDIRATTA

Digitally signed by PARAS MEHENDIRATTA
DN: c=IN, o=Personal, title=5498, pseudonym=e170dd11579b8eea2b6162515655dadacf731a22d35d3b83c18646465d393dfd, 2.5.4.20=4163bc2cf326fec37afb822c2b83c35b7b084e2ff5e331215de0704e9b95a474, postalCode=132001, st=Haryana, serialNumber=9ea29700658d6fbcae92e2e8814732601e3f72e2fdeb6b03f972c8104fa872ea, cn=PARAS MEHENDIRATTA
Date: 2023.01.16 17:53:43 +05'30'

(Paras Mehendiratta)
Dy. Director/Dev.
रेलवे बोर्ड/ Railway Board

भारतसरकारGOVERNMENT OF INDIA
रेलमंत्रालयMINISTRY OF RAILWAYS
(रेलवेबोर्ड RAILWAY BOARD)

No. 2015/M (N)/951/63 **Rail Bhavan, New Delhi-110001, dated 06.04.2022**

The General Manager
All Zonal Railways

Sub: Damages to wagons during loading/unloading

Ref: (i) Board's letter No. 2010/TT-IV/9/1 dated 08.10.2012 (copy enclosed)
(ii) Board's letter No. 2013/M(N)/951/17 dated 11.04.2014 (copy enclosed)
(iii) Board's letter No 2010/TT-IV/9/1 dated 18.09.2015 (copy enclosed)
(iv) Board' s letter No. 2013/M(N)/951/17 dated 03.02.2015 (copy enclosed)

Vide letter under reference (i), an action plan to reduce damages to wagons during loading/unloading was advised. These directions were reiterated vide letter under reference (ii). Further, details regarding action to be taken in case of wagon damages were advised vide JPO under reference (iii).

2. As the cases of unloadable wagons/embedded empties and damages to wagons are seen to be on rise, it is clear that the problem of damages of wagons at loading/unloading point is not getting addressed. To address the problem, it has been decided by Board that Railways may form a team with officers comprising from Commercial, Mechanical and Operating at Division and HQ level and examine all loading/unloading points. The terminals may be grouped in 3 categories.

(a) Group A - High prone terminals - Where no of case of wagon damages reported are high.
(b) Group B- Low prone terminals - Where no of case of wagon damages reported are low.
(c) Group C- Terminals with Tippler, Hopper or Silo – Where wagon damages are very low.

3. Railways should formulate separate regime of inspection and check list of inspections for the 3 groups, based on instructions already issued by Board vide letters u/r.

4. The Divisional team shall comprise Sr. DOM, Sr. DCM (convenor) & Sr. DME and at HQ, the team shall comprise CRSE/Frt, CFTM & CCM/FM. The Divisional team should check for compliance as per the referred RB guidelines by 30th April'22 and necessary remedial action taken, as required, to prevent any possibility of damage to wagons during mechanised handling. CRSE/Frt, CFTM & CCM should inspect at least 10 sidings each in their respective Railways by 30th April'22.

5. Summary of deficiencies noticed in each siding during the inspections by the divisional committee and HQ officers and action plan to remove such deficiencies should be clearly spelt out in the inspection report.

6. A comprehensive report of inspections by the divisional committee and HQ officers duly signed by PCME, PCOM & PCMM **should be submitted to Board latest by 5th May'22.**

7. Further, regular inspections of all the sidings should be conducted by the divisional officers committee (Sr. DOM, Sr. DCM, & Sr. DME) on Quarterly basis. HQ officers (CRSE/Frt, CFTM & CCM) should also undertake at least 10 inspections of sidings in every Quarter. Inspection schedule at Supervisory level may be worked out by the railways.

(A.K. Shamsi)
Exe.Dir. (Coal)

(V.K. Agarwal)
Exe. Dir. Mech. Engg. (Freight)

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

No. 2015/M (N)/951/63 pt. **New Delhi-110001, dated 02.03.2022**

Principal Chief Mechanical Engineers
All Zonal Railways

Sub: Damages to wagons during loading/unloading

Ref: (i) Board's letter No. 2010/TT-IV/9/1 dated 08.10.2012

(ii) Board's letter No. 2013/M(N)/951/17 dated 11.04.2014

(iii) Board's letter No. 2010/TT-IV/9/1 dated 18.09.2015

(iv) Board's letter No. 2013/M(N)/951/17, dated 03.02.2015 (copy enclosed)

Vide letter under reference (i), an action plan to reduce damages to wagons due to mechanized loading / unloading was advised. These directions were reiterated vide letter under reference (ii). Further, details regarding action to be taken in case of Wagon Damges were advised vide JPO under reference (iii).

Vide letter under reference (iv) it was requested to send quarterly report regarding details of checks done, penalty raised, penalty realized etc. in the subject matter as per the format.

It is requested to arrange to ensure sending of the quarterly report.

Vimk
02/03/22

DA: As above

(Vivek Mohan)
Dir. Mech. Engg. (Freight)
Railway Board
Telephone No. 011-23047448
Email: dmef@rb.railnet.gov.in

Rail Bhawan, Raisina Road New Delhi-110001

SN158

MOST URGENT

भारत सरकार Government of India

रेल मंत्रालय Ministry of Railways

रेलवे बोर्ड Railway Board

No.2013/M(N)/951/17 **New Delhi, dated 03 .02.2015**

The Chief Mechanical Engineers
All Zonal Railways

FR-SN171

Sub: Damages to wagons during loading/unloading

Ref: (i) Board's letter of even number dt. 20.06.2013 sent to all Zonal Railways
(ii) Board's letter of even number dt. 04.03.2014 sent to all Zonal Railways (except NR & NCR)

1. Vide letters under reference (i) & (ii), Zonal Railways were advised to send the details of checks done alongwith the MCDO every month as per the given proforma.
2. The information is being received only from ER, ECoR, NR, SR & SECR.
3. Now onwards, the details of the checks done may be sent to this office on a quarterly basis as per Annexure.
4. Zonal Railways are requested to send the details as per enclosed proforma upto the month of December 2014 **by 10.02.2015, since the details are to be put up to Board (MM).**

Ashesh Agrawal
(Ashesh Agrawal)
Exec. Dir. Mech. Engg. (Frt.)

Encl: As above

04/02/15

Please do it
4/2/2015

Annexure

Quarterly report of Checks to prevent Damages of wagons in sidings/goods sheds

Name of Railway - _____ **Month- _____**

A	B	C	D	E	F	G	H	I	J	K	L	M	N
SN	Division	Siding name	Siding code	Commodity	Loading / unloading	Type of Mechanised equipment	Type of wagon	No. of checks done in 2013-14.	Penalty raised (2013-14)	Penalty realised (2013-14)	Cumulative No. of checks done in 2014-15.	Penalty raised (2014-15)	Penalty realised (2014-15)
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
-													
-													
-													
-													
	Total												

Annexure B

GOVERNMENT OF INDIA
MINISTRY OF RAIWLAYS
(RAILWAY BOARD)

No. 2010/TT-IV/9/1 New Delhi, dt. 8 .10.12

The General Managers
All Zonal Railways

CRE, ERE, ECRE, East Coast RE, NFR, NPRE, NWRE, NCRE, SRE, [illegible], SCRE, SECRE, SWRE, WRE, WCRE, (1c) Envelop

Sub: Damages to wagons caused by mechanised loading/unloading

The subject of damages to wagons caused by mechanised loading/unloading in sidings and goods sheds was discussed in detail in the last GMs conference held in Aug. 2012. During this conference, one report of a study done by Mech. Dte. was also distributed for further action by railways. Based on this study a copy of a suggested Action Plan to reduce damages to wagons due to mechanised loading/unloading is enclosed herewith which may be suitabiy implemented by railways.

2. The two main areas identified for implementation are as under:

I. Putting a guard rail
II. Raising the level of the platform

DA: as above

8/10/12
(Rinkesh Roy)
Dir.Traffic Trans(G)
Railway Board

MD/KRCL
Navi Mumbai

C Rly. Concl 9/10

Action Plan to reduce damages to wagons due to mechanised loading/ unloading (20.9.12)

1. A list of sidings/ goods sheds where there is use of mechanized handling equipment including tipplers, bulk handling systems, JCBs, Pay-loaders etc should be prepared for every division.
2. In every Division a team comprising of one inspector each of Commercial, Mechanical, Operating and Finance Departments should be formed for monitoring wagon damages.
3. These inspectors should conduct frequent surprise checks at loading/unloading points to identify places where wagon damages are taking place. Penalties for the damages, if detected, should be imposed as per the extant rules.
4. These inspectors should take feedback from yards in their Division where unloadable wagons are being observed. Using FOIS they should identify the loading/unloading points where damages have taken place. This information should be relayed to the concerned Division.
5. Joint checks of loading/unloading points, where mechanized equipment is used, should be carried out by officers of Mechanical and Operating/Commercial Branches once in 3 months along with the loaders/unloaders. Penalties for the damages, if detected, should be imposed as per the extant rules.
6. Where Mechanical C&W staff are already posted in sidings/goods sheds, they would keep a check on damages in siding/goods sheds and would raise penalties for damages regularly as per extant rules.
7. As per Para 18 of "Standard Form of Agreement of Private Siding" issued vide Railway Board's letter No.2002/CE-I/SP/I dt. 12/7/2005, "The applicant (siding owner) is entirely responsible for damage to the engines, damages and deficiencies of rolling stock(Railway wagons) or other property of the Railway Administration from any cause and shall make good on demand for all such looses". Besides this, the Siding Agreement should be suitably modified to include more effective clauses for imposition of penalties for wagon damages in sidings/goods sheds.
8. Joint Procedure Orders approved by CME, COM, CCM and FA&CAO for recovery towards wagon damage during loading/unloading should be issued in all Railways (few Railways like SCR already have a JPO).
9. The raising of debit on bills preferred to sidings due to wagon damages should be reviewed on monthly basis by DRMs. Slow realisation should be severely taken up.
10. Shunting and door closing with mechanised loaders should be strictly prohibited. Air pressure being used for opening BOBRN doors should be checked. It should also be checked whether loading through mechanized equipment from one side is resulting in uneven loading.
11. All tipplers and bulk handling system at sidings are to be procured, installed and maintained as per RDSO specifications. Repair / replacement of defective tipplers to be done in a time- bound manner.

The tipplers should be replaced o n completion of their codal life as prescribed by RDSO

12. For use of mechanised handling equipments other than tipplers and bulk handing systems prior approval for their use should be taken from a committee consisting of Operating/Commercial and Mechanical officers. Any subsequent change of such mechanised handling equipments must also have the prior approval of this Committee. The mechanised equipment should be replaced on completion of codal life.
13. Suitable mechanized equipment with high drivers seats (so that operator can see the inside of the wagon), Buckets with smooth surfaces and having no teeth (the corner and back face may be suitably covered by non- metallic material), long arms to comfortably clear top coping, Speed control during loading/ unloading etc should preferably be used. The boom or bucket should not touch the top coping, side wall, floor or any part of wagon. Guidance may be taken from the CAMTECH report on this subject.
14. The operators/drivers of mechanized equipment should be adequately trained.
15. For all existing sidings there needs to be appropriate infrastructure, approved by a Committee consisting of Operating/Commercial, Mechanical and Engineering officers , to prevent possibility of damages to wagons by mechanized handling equipments such as provision of high level platform, rail fencing to prevent mechanized equipment from hitting the wagons, lighting etc. as per recommendations of CAMTECH report of Sep. 2010
16. During the joint Quarterly check this infrastructure should also be checked and the deficiencies found should be made good within a time-bound programme given by the siding authority.
17. Monthly statements of arisings of 'C' Category unloadable wagons should be prepared in each Division. These statements should be analysed jointly by Sr.DOMs & Sr. DMEs to ascertain source of this arising. An all out effort should be made to reduce 'C' Category unloadable wagons arising out of wagon damages in siding/goods shed.
18. In case damages continue to occur in sidings and goods sheds even after penalties are imposed, the divisional administration should take very strong steps such as

    (a) continuous video recording of loading/ unloading operations at the cost of the loading/unloading party and maintained by loading/unloading party.

    (b) providing one or two TXR staff at the loading/unloading point round the clock at the cost of the loader /unloader

    (c) suspending mechanized loading/unloading

    (d) suspending traffic.

भारत सरकार Government of India

रेल मंत्रालय Ministry of Railways

रेलवे बोर्ड Railway Board

No.2013/M(N)/951/17 New Delhi, dated 11.04.2014

The Chief Mechanical Engineers
All Zonal Railways

Sub: Action Plan to reduce wagon damages

An action plan for reducing wagon damages was issued vide DTT(G)'s letter No. 2010/TT-IV/9/1 dt.08.10.2012. The same is reiterated as per action plan enclosed for necessary action.

As already advised earlier vide Railway Board's letter No.2013/M(N)/951/17 dt. 20.6.13, the details of checks of sidings carried out should be sent along with the MCDO every month as per the proforma enclosed with this letter.

Ashesh Agrawal

(Ashesh Agrawal)
Exec. Dir. Mech. Engg. (Frt.)

Encl: 01 page

11/4/2014

11/04

Action Plan to reduce wagon damages

The Action Plan for reducing wagon damages which was issued vide DTT(G) letter No.2010/TT-IV/9/1 dt. 8.0.12 had the following check points:

1. List of sidings/ goods sheds where there is use of mechanized handling equipment (tipplers, JCBs, Pay-loaders etc) should be prepared for every division.
2. In each Division a team comprising of inspectors of Commercial, Mechanical, Operating & Finance should frequently check loading/unloading points to identify places where wagon damages are taking place.
3. This team should take feedback from yards where unloadable wagons are observed. Using FOIS they should identify the culprit loading/unloading points. This information should be relayed to the concerned Division.
4. Joint checks of loading/unloading points should be carried out by officers of Mechanical & Operating/Commercial Branches once in 3 months along with the loaders/unloaders. Penalties for damages should be imposed.
5. As per Para 18 of "Standard Form of Agreement of Private Siding" issued vide Rly. Board's letter No.2002/CE-I/SP/I dt. 12/7/2005, the siding owner is entirely responsible for damages of rolling stock. The Siding Agreements should be suitably modified to include more effective clauses for penalties.
6. JPOs for recovery towards wagon damage during loading/unloading should be issued in all Railways.
7. The raising of debit on bills of wagon damages should be reviewed on monthly basis by DRMs. Slow realisation should be severely taken up.
8. Shunting and door closing with mechanised loaders should be strictly prohibited. Air pressure being used for opening BOBRN doors should be checked. It should also be checked whether loading through mechanized equipment from one side is resulting in uneven loading (this can also cause hot axles).
9. All tipplers & bulk handling system are to be procured/ installed/ maintained as per RDSO specifications. Tipplers should be replaced as per their codal life.
10. For use of mechanised handling equipments (other than tipplers and bulk handing systems) prior approval should be taken from a committee consisting of Operating/Commercial and Mechanical officers.
11. Suitable mechanized equipment with high drivers seats, Buckets with smooth surfaces, long arms, Speed control etc should be used as per CAMTECH report.
12. Operators/drivers of mechanized equipment should be adequately trained.
13. Infrastructure of sidings like provision of high level platform, rail fencing, lighting etc. (as per CAMTECH report) should be approved by a Committee of Operating/ Commercial, Mechanical and Engineering officers,
14. Monthly statements of arisings of 'C' Category unloadable wagons should be analysed jointly by Sr.DOMs & Sr. DMEs to ascertain source of this arising.
15. In case damages continue to occur in sidings//goods sheds even after penalties are imposed, the divisional administration should take stronger steps like

(a) continuous video recording of loading/ unloading operations.
(b) providing TXR staff at this point at the cost of the loader /unloader
(c) suspending mechanized loading/unloading
(d) suspending traffic.

Annexure-I

Checks conducted to prevent Damages of wagons in sidings/goods sheds

Name of Railway - _____ Month- _____

A	B	C	D	E	F	G	H	I	J	K	L	M	N
Sl	Division	Siding name	Siding code	Commodity	Loading / unloading	Type of Mechanised equipment	Type of wagon	No. of checks done in 2013-14.	Penalty raised (2013-14)	Penalty realised (2013-14)	Cumulative No. of checks done in 2014-15.	Penalty raised (2014-15)	Penalty realised (2014-15)
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													
16													
17													
-													
-													
-													
-													
	Total												

GOVERNMENT OF INDIA
MINISTRY FO RAILWAYS
(RAILWAY BOARD)

Rail Bhawan, New Delhi -110001

No.2010/TT-IV/9/1 Dated 18.09. 2015

The General Managers
All Zonal Railways

SUB: JOINT PROCEDURE ORDER ON WAGON DAMAGES

****

Incidences of damage to wagons due to improper handling during loading/unloading operations are regularly being reported by the Zonal Railways. Varying practices are being followed on the zonal railways regarding punitive action to be taken to prevent damages to wagons and also recover the cost.

The matter has been examined by Traffic Transportation, Traffic Commercial and Mechanical Engineering Directorates of Railway Board and accordingly Joint Procedure Order on wagon damages to prevent ~~of~~ damage to wagons during loading/unloading operations over Indian Railways is attached .

Encl.: As above (4 pages)

(A. K. Behera)
Exe. Director Traffic Trans.-(S)
Railway Board

Copy to:

1. GM (Operating), GM (Commercial) and GM (Mechanical), all Zonal Railways.
2. EDTC(R), EDME/Freight Railway Board

JOINT PROCEDURE ORDER ON WAGON DAMAGES

Sub: Prevention of damages to Wagons during loading/unloading operations over Indian Railways.

*****

Zonal Railways are regularly reporting incidences of damage to wagons due to improper handling during loading/unloading operations. Wagon damages severely impact Railways' transportation capacities. Wagon damages also result in:-

a) Running of embedded empties in loaded rakes resulting in loss of revenue to railways.
b) Arising of "C" Category unloadable wagons requiring additional movement for repairs, thereby raising additional cost of transportation to Workshop and cost.
c) Additional cost of "C" Category repairs in open line and workshops.

2. Varying practices are being followed on the zonal railways regarding the punitive action to be taken to prevent damages to wagons and also recover the cost. This procedure is issued for ensuring strong and effective punitive action on all Zonal Railways so that wagon damages due to improper handling are checked.

3.1 Identification of Sidings/Goods sheds: Every Division must evolve a comprehensive database on terminal wise pattern of unloading and loading operations and type of handling equipment used. The database must have photographs of wagon handling infrastructure available at the terminals. Terminals with past history of shortcomings in handling infrastructure, where wagon damages are taking place or are likely to take place, need to be clearly identified so that the concerned terminal operators can be advised to take remedial steps. Such remedial action could vary from terminal to terminal. As an example, a typical case of remedial action against wagon body damages in loading operations could be, provision of guardrails longitudinally along the length of the loading line to prevent front-end loaders from ramming into the wagon body during loading. Similarly prevention of use of inappropriate mechanical unloading equipment which otherwise cause damages to wagons floors, body, etc. would constitute typically remedial action in mechanical unloading operations not involving tippling. The record/list of such sidings will be maintained by Sr.DME.

3.2 A committee comprising Sr. DOM, Sr. DME & Sr.DCM (or the concerned Branch Officer) of the division will jointly identify the locations/ sidings, located in their jurisdiction, where the extant wagon handling procedures are causing or are likely to cause damage to wagons. In this regard, instructions issued vide Board's letter No. 2010/TT-IV/9/1 dated 08.10.2012 should also be taken into account while identifying such terminals. This identification exercise should be personally done by the team of the concerned Branch Officers every 6 months, or earlier, if required and

the terminal wise database should be updated accordingly. The record/list of such sidings will be maintained by Sr.DME.

3.3 Regular checks (at least once in three months) should be conducted at such locations by a team of operating/commercial and mechanical officers/inspectors. In order to make these checks structured, Zonal Railways may issue a format for the same (a sample format is enclosed as Annexure A). Concerned loading/unloading parties should be informed regarding improper handling practices deployed and advised to put in place alternate handling procedures in a time bound manner. In the event of the continued use of improper practices by these parties, restriction on the terminals for the particular traffic stream responsible for damages to the wagons should be proposed by Zonal Operating Department to Traffic Transportation Directorate of Railway Board based on the report of divisional committee. The restrictions would be relaxed only after the team of divisional officers (Sr.DOM, Sr.DCM and Sr. DME) is satisfied that the required changes in the handling practices have been made in the terminal. A message confirming the same should be conveyed by Zonal Operating Department to Traffic Transportation Directorate of Railway Board for lifting the restriction.

3.4 In order to check wagon damages, it is essential that the terminal responsible for the damage is correctly identified. Normally, the wagon damages are detected during C&W examination or at loading/unloading points. In case a report is received from Railway staff (C&W, Operating, Commercial) or from the loading/unloading party (that wagons have been received by them in damaged condition), message to Divisional Control should be given. The Divisional Control will identify the last loading/unloading points where through FOIS and give a message to the Divisional Control where the defaulting terminal is located. In case the last loading /unloading point has flagged the particular wagons as being already damaged when received by them, effort shall be made to identify the siding responsible for damages by tracing the movement history of the rake through FOIS. In case damages are found occurring but have not been reported, disciplinary action should be taken against the errant Railway staff.

On receipt of the FOIS message, action as detailed in Para 3.2 above should be taken by the concerned Branch Officers of the division where the terminal is located. In the event of more than 3 cases of serious wagon damages attributable to a terminal are reported, immediate restriction on the terminal should be asked for by the Zonal Operating Department from Traffic Transportation Directorate of Railway Board. The restriction would be relaxed only after the team of divisional officers (Sr.DOM, Sr. DCM and Sr.DME) is satisfied that the required changes in the handling practices have been made in the terminal. A message confirming the same should be conveyed by Zonal Operating Department to Traffic Transportation Directorate of Railway Board for lifting the restriction.

4. Meeting may be held in the Divisions with the freight customers (along with their handling agents) and the need for total elimination of wagon damages during handling highlighted. They may be advised to ensure immediate reporting regarding receipt of damaged wagons so that the defaulting terminal can be pinpointed. They may be counseled, that in case of their failure in reporting the damaged wagons in

the incoming rakes, the damages to wagons detected at the subsequent loading point or during C&W examination may be attributed to them and necessary action taken against them. It may be clearly informed to the customers and their handling agents that damaging wagons would result in immediate imposition of restriction on handling of traffic in the concerned terminal.

5 As per Para 18 of **"Standard form of Agreement of Private Siding"** issued vide Railway Board's letter No. 2002/CE-I/SP/I dated 12.07.2005, **"The siding owner is entirely responsible for damage to the Engines, damages and deficiencies of rolling stock (Railway Wagons) or other property of Railway Administration from any cause and shall make good on demand for all such losses."**

Zonal Railways may, accordingly, ensure timely raising of bills and recovering cost of wagon damages on the concerned siding owner. Similarly, in case of wagons damaged during handling in Railway goods sheds, cost of damages may be recovered from the concerned customer/handling agent. A detailed procedure order for the recovery of the cost of wagon damages from the concerned siding owner may be issued jointly by Operating, Commercial & Mechanical Departments in each Zone, keeping in view the respective Zonal requirements. In case the defaulting siding is located in a foreign railway, the statement of amount to be realized shall be sent to the FA & CAO of the concerned railway where the defaulting siding is located. The recoverable amount should reflect in the "Bills Recoverable" register maintained by Sr. DFM of the division. Further punitive action, including stoppage of supply of wagons may be taken against the siding owners or loading/unloading parties who fail to clear the dues within a reasonable period of time.

6. Zonal Railways may continue with the system of assessing the damage and deficiency in wagons in sidings handling large number of wagons (e.g. steel plants) through periodical joint checks with the siding owner and to work out the average cost per wagon to be recovered from the siding owner for damage & deficiency to wagons.

(A. K. Behera)	**(N. Madhusudan Rao)**	**(Ajay Nandan)**
EDTT (S)	**EDTC (Rates)**	**EDME/Freight**
Railway Board	**Railway Board**	**Railway Board**

Annexure- A

S. No.	Siding/Goods shed	Commodity handled	Infrastructure available with the siding/goods shed and observations hereon	Loading/unloading procedure deployed	Wagon damages reported since last review	Details of the last joint check with observations and action taken by the siding/goods shed	Remarks

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

No.2022-B-106 New Delhi, dated 16-06-2022

The General Managers,
Central, Eastern, Northern, North Eastern, Northeast Frontier, Southern, South Central, South Eastern, Western, East Coast, South East Central, South Western and West Central Railways

Sub: Distribution of Umbrella work under Plan Head 42

In Works, Machinery & Rolling Stock Programme (Pink Book) 2022-23, the work of ***'Augmentation of freight maintenance facilities in Indian Railways (Umbrella Work 2022-23)'*** (PB No.1077), costing Rs.1000 cr (CAP) has been included as an 'umbrella work' under plan head 42-Workshops including Production Units in Northern Railway. The cost of this Umbrella Work was reduced to ₹ 850 crore vide Order No. 41 of 2022 dated 11.05.2022 and further reduced to ₹ 820 crore vide order no. 39 dated 06.06.2022.

2. In terms of Procedure Order regarding Execution of 'Umbrella' Works under different Plan heads, circulated through Board's letter No.2017/CE-I/WP/2018-19/1/Pt dated 22.3.2018, the Railway-wise distribution of the cost and outlay provided to the 'Umbrella' work mentioned in Para 1 above, as advised by Mech.(Works) Dte, is communicated herewith as per the following-

(figures in thousands of rupees)

PB No.	Rly	Description	Alloca-tion	Cost	Outlay 2022-23
				Voted	
For Inclusion in Pink Book 2022-23					
771e	CR	Central Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	107,64,00	9
586c	ER	Eastern Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	76,36,00	9
415b	NE	North Eastern Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	6,62,00	5
517b	NF	Northeast Frontier Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	92,08,00	9
943c	SR	Southern Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	33,14,00	5
659e	SC	South Central Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	81,21,00	9
558c	SE	South Eastern Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	177,94,00	9
670f	WR	Western Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	105,62,00	9
537a	ECOR	East Coast Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	13,76,00	5
422d	SECR	South East Central Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	42,07,00	9
557e	WCR	West Central Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	58,44,00	9
For Inclusion in List of Approved Works (LAW Book) 2022-23					
	SWR	South Western Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	1,04,00	5
Total			**CAP**	**795,92,00**	**92**

3. Consequently, the cost for the 'umbrella work' (PB No. 1077/NR/2022-23) has been reduced to Rs. 24,08,00 thousand (CAP) and Outlay has been reduced to Rs. 8 thousand (CAP).

(Puneet Meena)
Jt. Director, Finance (Budget)

No.2022-B-106 New Delhi, dated 16-06-2022

Copy to: The PFAs, CR, ER, NR, NE, NF, SR, SC, SE, WR, ECOR, SECR, SWR & WCR

(Puneet Meena)
Jt. Director, Finance (Budget)

Copy to: EDME(Freight), EDME(EnHM & Project), EDCE(G), EDF(X), DME(Freight), DCE(G), DF(X), F(X)-II and M(W) Branches, Railway Board New Delhi.

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

No.2022-B-106 New Delhi, dated 06-09-2022

The General Managers,
Northern and East Central Railways

Sub: Distribution of Umbrella work under Plan Head 42
Ref: Board's letter of even no. dated 16.06.2022

In Works, Machinery & Rolling Stock Programme (Pink Book) 2022-23, the work of *'Augmentation of freight maintenance facilities in Indian Railways (Umbrella Work 2022-23)'* (PB No.1077), costing Rs.1000 cr (CAP) has been included as an 'umbrella work' under plan head 42-Workshops including Production Units in Northern Railway. The cost of this Umbrella Work was reduced to ₹ 850 crore vide Order No. 41 of 2022 dated 11.05.2022 and further reduced to ₹ 820 crore vide order no. 39 dated 06.06.2022.

2. Further, in terms of Board's letter mentioned under reference and Procedure Order regarding Execution of 'Umbrella' Works under different Planheads, circulated through Board's letter No.2017/CE-I/WP/2018-19/1/Pt dated 22.3.2018, the Railway/Unit-wise distribution of the total cost and outlay provided to the 'Umbrella' work mentioned in Para 1 above, as advised by Mech.(Works) Dte, is communicated herewith as per the following-

(figures in thousands of rupees)

PB No.	Rly	Description	Alloc	Cost	Outlay 2022-23
					Voted
For Inclusion in Pink Book 2022-23					
1080f	NR	Northern Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	20,88,00	3
For Inclusion in List of Approved Works (LAW Book) 2022-23					
	ECR	East Central Railway - Augmentation of freight maintenance facilities (PB#1077/NR/2022-23)	CAP	1,41,00	1
Total			**CAP**	**22,29,00**	**4**

3. Consequently, the cost for the 'umbrella work' (PB No. 1077/NR) has been reduced to Rs. 179 lakh (CAP) and Outlay for 2022-23 has been reduced to Rs. 0.04 lakh (CAP).

(Puneet Meena)
Jt. Director, Finance (Budget)

No.2022-B-106 New Delhi, dated 06-09-2022
Copy to: The PFAs, NR & ECR

(Puneet Meena)
Jt. Director, Finance (Budget)

Copy to: EDME(EnHM & Projects), EDME(Freight), EDCE(G), EDF(X), DCE(G), DF(X), F(X)-II and M(W) Branches, Railway Board New Delhi.

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2023/M(N)/951/42

1436883/2023/Budget Section

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

No.2023-B-106/ Umbrella

New Delhi, dated 18-04-2023

The General Managers,
Central, Eastern, Northern, North Eastern, Southern, South Central, South Eastern, Western, East Central, East Coast, North Central, North Western, South East Central, South Western and West Central Railways

Sub: Distribution of Umbrella work under Plan Head 42

In Works, Machinery & Rolling Stock Programme (Pink Book) 2023-24, the work of ***'Augmentation /Upgradation of Wagon Maintenance infrastructure'*** (PB No.1185), costing Rs.2500 cr (under CAP: Rs.2500 cr) has been included as an 'umbrella work' under plan head 42-Workshops including Production Units in Northern Railway.

2. In terms of Procedure Order regarding Execution of 'Umbrella' Works under different Planheads, circulated through Board's letter No.2017/CE-I/WP/2018-19/1/Pt dated 22.3.2018, the Railway/Unit-wise distribution of the total cost and outlay provided to the 'Umbrella' work mentioned in Para 1 above, as advised by M(N) Dte, is communicated herewith as per the following-

(figures in thousands of rupees)

PB No.	Rly	Description	Alloc	Cost	Outlay 2023-24
				Voted	
871g	CR	Central Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	60,00,00	6
596f	ER	Eastern Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	300,00,00	6
1186h	NR	Northern Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	10,00,00	6
458g	NE	North Eastern Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	35,00,00	6
1005i	SR	Southern Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	25,00,00	6
671g	SC	South Central Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	240,00,00	6
532g	SE	South Eastern Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	350,00,00	6
656i	WR	Western Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	100,00,00	6
766e	ECR	East Central Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	650,00,00	6
575f	ECOR	East Coast Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	325,00,00	6
692e	NCR	North Central Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	50,00,00	6
356g	NWR	North Western Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	80,00,00	6
458h	SECR	South East Central Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	100,00,00	6
522h	SWR	South Western Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	100,00,00	6
591g	WCR	West Central Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	CAP	50,00,00	6
Total			**CAP**	**2475,00,00**	**90**

3. Consequently, the cost for the 'Umbrella work' (PB No. 1185/NR) has been reduced to Rs. 2500 lakh (CAP) for 2023-24 and Outlay has been reduced to Rs. 0.10 lakh (CAP).

(Puneet Meena)
Jt. Director, Finance (Budget)

No.2023-B-106/ Umbrella

New Delhi, dated 18-04-2023

Copy to: The PFAs, CR, ER, NR, NE, SR, SC, SE, WR, ECR, ECOR, NCR, NWR, SECR, SWR & WCR

(Puneet Meena)
Jt. Director, Finance (Budget)

Copy to: EDME(EnHM & Projects), EDME/Frt., EDCE(G), EDF(X), F(X), M(N) and M(W) Branches, Railway Board New Delhi.

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

No.2023-B-106 New Delhi, dated 19-06-2023

The General Managers,
Northern and Central Railways.

Sub: Corrigendum to distribution of Umbrella work under PH 42 in PB 2023-24

Ref : Board's letter No. 2023-B-106/Umbrella dated 18.04.23

In Works, Machinery & Rolling Stock Programme (Pink Book) 2023-24, the work of **"Augmentation /Upgradation of Wagon Maintenance infrastructure"**, costing Rs.2500 cr (CAP) has been included as an 'Umbrella Work' under PH 42 under Northern Railway.

2. Distribution of cost of the Umbrella work amounting to Rs.2475 cr (Cap) was issued through Budget Branch's letters dated 18.04.23. The remaining part of the Umbrella Work (PB#1185/NR/2023-24), as per budget database is Rs.25 cr (CAP).

3. As recommended by M(N) Dte.,the following modifications may be given effect in "Distribution of Umbrella work under PH 42, advised through Board's letter mentioned above.

(Figures in Thousand of Rupees)

Rly	PB. No.	PH	Particulars		Alloc	Sanctioned Cost	Outlay 2023-24
Modify							
CR	871g	42	Central Railway - Augmentation / Upgradation of Wagon Maintenance infrastructure (PB#1185/NR/2023-24)	for	CAP	600000	6
				read	***CAP***	***850000***	16

4. Consequently, the cost for the 'umbrella work' (PB No. 1185/NR/2023-24) may be treated as deleted for 2023-24.

(Puneet Meena)
Jt. Director, Finance(Budget)
Railway Board

Copy to: The PFA, Northern and Central Railway.

EDME/EnHM & Project, EDME(Frt.), EDCE(G), DCE(G), M(W) & M(N) Br, Railway Board, New Delhi.

Order No.RB/Routine/2023-24/0104

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रेल मंत्रालय / MINISTRY OF RAILWAYS
रेलवे बोर्ड / RAILWAY BOARD

No.2023-B-106/ Umbrella

New Delhi, dated 28-04-2023

The General Managers,
Central, Eastern, Northern, Northeast Frontier, South Eastern, Western, East Central, East Coast, South East Central and West Central Railways

Sub:- Distribution of Umbrella work 2023-24 under PH-42.

In Works, Machinery & Rolling Stock Programme (Pink Book) 2023-24, the umbrella work of 'Northern Railway - 11 Next Generation Freight Maintenance Yards (Umbrella work sanctioned in 2022-23)' (PB No. 1164) costing Rs. 1502 cr (under Capital) has been included as an 'Umbrella work' under Planhead 42-Workshop incl. PUs in Northern Railway.

2. In terms of Procedure Order regarding Execution of 'Umbrella' Works under different Planheads, circulated through Board's letter No.2017/CE-I/WP/2018-19/1/Pt dated 22.3.2018, the Railway/Unit-wise distribution of the total cost and outlay provided to the 'Umbrella' work mentioned in Para 1 above, as advised by Mech.(Works) Dte, is communicated herewith as per the following-

(figures in thousands of rupees)

PB No.	Rly	Description	Alloc	Cost	Outlay 2023-24
				Voted	
871i	CR	Central Railway - Next Generation Freight Maintenance Yard (PB#1164/NR/2023-24)	CAP	136,55,00	9
596h	ER	Eastern Railway -Next Generation Freight Maintenance Yard (PB#1164/NR/2023-24)	CAP	136,55,00	9
1186j	NR	Northern Railway - Next Generation Freight Maintenance Yard (PB#1164/NR/2023-24)	CAP	136,55,00	9
585i	NF	Northeast Frontier Railway -Next Generation Freight Maintenance Yard (PB#1164/NR/2023-24)	CAP	136,55,00	9
532i	SE	South Eastern Railway - Next Generation Freight Maintenance Yards (02 yards) (PB#1164/NR/2023-24)	CAP	273,05,00	19
656k	WR	Western Railway - Next Generation Freight Maintenance Yard (PB#1164/NR/2023-24)	CAP	136,55,00	9
766g	ECR	East Central Railway - Next Generation Freight Maintenance Yard (PB#1164/NR/2023-24)	CAP	136,55,00	9
575h	ECOR	East Coast Railway - Next Generation Freight Maintenance Yard (PB#1164/NR/2023-24)	CAP	136,55,00	9
458i	SECR	South East Central Railway - Next Generation Freight Maintenance Yard (PB#1164/NR/2023-24)	CAP	136,55,00	9
591i	WCR	West Central Railway - Next Generation Freight Maintenance Yard (PB#1164/NR/2023-24)	CAP	136,55,00	9
Total			**CAP**	**1502,00,00**	**1,00**

3. Accordingly the work included in the Pink Book 2023-24, as item No. 1164 under Northern Railway may be treated as deleted.

(Puneet Meena)
Jt. Director, Finance (Budget)

No.2023-B-106/ Umbrella
Copy to: The PFAs, CR, ER, NR, NF, SE, WR, ECR, ECOR, SECR & WCR

New Delhi, dated 28-04-2023

Sd —
(Puneet Meena)
Jt. Director, Finance (Budget)

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

No.: 2022/M (N)/951/42 **New Delhi, Dated:** 15/06/2023

The General Managers
CR, ECoR, ECR, ER, NFR, NR, SECR, SER, WCR, WR

Sub.: Creation of 11 Next Generation Freight Maintenance Yards.

Ref.: RB's letter no. 2023-B/106/Umbrella dated 28/04/2023.

An umbrella work for "11 Next Generation Freight Maintenance Yards" is appearing at item no. 1164 in NR's PB/2023-24.

The following yards are covered under this work:

Sr. No.	Railway	Yard
1	WR	Gandhidham
2	CR	Bhusawal
3	WCR	New Katni Yard
4	ER	Andal
5	NR	Khan Alampura Yard
6	ECoR	Paradeep
7	SER	Bondamunda
8	SER	Nimpura
9	SECR	Classification Yard, Bhiliai
10	NFR	New Jalpaiguri Yard
11	ECR	Patratu

These works are related to creation of facilities to handle 3000 MT of freight traffic and as such needs to be prioritized at ZR level.

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Accordingly, the concerned Railways are advised to start the work for creating Next Generation Freight Maintenance Facilities at the nominated yards and work out the Detailed Estimates duly identifying yard specific unique upgradation requirements based on existing layouts & facilities, expected future traffic flow and type of wagons that are maintained/likely to be in these yards.

CAMTECH's report of November 2021 on "Next Generation Freight Maintenance Facility" may be taken as an indicative report for the assessment.

The Budget Order for distribution of total cost among Zonal Railways has also been issued by Finance Budget branch vide Board's letter dated 28/04/2023 (**Copy enclosed**).

The Fund projections may be made against item no. 1164 in NR's PB/2023-24 at appropriate budget stage.

This has the approval of Board (MTRS).

DA: As above

15|06|2023

(Anirudh Kumar)
EDME (Modernization)
रेलवे बोर्ड / Railway Board
edmemod@rb.railnet.gov.in

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

No.: 2020/Dev.Cell/IGR1/4 - Part(1) New Delhi, Dated: 22.12.2022

The Principal Chief Mech. Engineers
All Zonal Railways (except NER)

Sub.: Conversion of 40 Freight Examination Yards to Technology Driven Freight Yards (Smart Yards) over Indian Railways.

Ref.: (i) Rly. Bd's Pink Book (RSP) Item no.232 of FY 2022-23.
(ii) Board's letter no. 2018/Dev.Cell/IGR1/3 Vol-3 dated 04.03.2021
(iii) Board's letter no. 2018/Dev.Cell/IGR1/3 Vol-3 dated 09.09.2019.

Please connect Board's referred at (ii) & (iii) above (copies enclosed), wherein different agencies to carry out various activities of subject work of 40 Smart yards have been advised.

The activities mentioned at item no. 4, 5 & 6 in Annexure enclosed with letter under ref. (iii) above were to be carried out by ZRs.

The progress and planning of these activities may kindly be advised so that a comprehensive position can be compiled and put up to Board for information.

The reply may be furnished immediately, latest by 30.12.2022 through E-mail at <ddmedev@rb.railnet.gov.in>.

This may please be treated as **URGENT**.

22/12/2022

(Anirudh Kumar)
EDME(Modernization)
रेलवे बोर्ड / Railway Board

भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड) (Railway Board)

No.2018/Dev Cell/IGR1/3 Vol-3 **New Delhi dated: 04.03.2021**

PCAO/COFMOW,
Railway Offices Complex,
Tilak Bridge,
New Delhi -110002.

Sub: Executing Agency for Conversion of 40 Freight Examination Yards to Technology Driven Freight Yards (Smart Yards) over Indian Railways.

Ref.: (i) Board's letter of even no. dated 09.09.2019.
(ii) COFMOW's letter no. COFMOW/IR/M-594 dated 25-11-2020.

Please refer to Board's letter at (i) above, wherein COFMOW was nominated to carry out the activities no-1.1, 1.2 & 3 of Smart Yards project as per Annexure. However, activities at item no.1.3 (Hot box equipments at Rolling in locations) and activity at item no.2 (Creation of ICT integration platform) were proposed to be carried out by KRCL & RITES respectively.

In partial modification to Board's above referred letter now, the Competent Authority has decided to nominate COFMOW as the executing agency for carrying out other two activities also i.e. item no. 1.3- Hot box and Rolling-In Equipments at Rolling-In location and item no.2-Creation of ICT integration platform as mentioned in the same Annexure.

Now, COFMOW may initiate necessary action for expeditious execution of the Smart Yards project.

This has the approval of Board (MTRS).

04/3

(A.K. Chandra)
EDME(W&T)
Railway Board

Copy to:

- **PCMEs/All Indian Railway** for information & n/a.
- **MD/RITES** for information pl.

o/c

CR, ECoR, ECR, ER, NCR, NER, NFR, NR, NWR
SCR, SECR, SER, SR, SWR, WCR, WR.

Please issue

04/03/2021

Government of India
Ministry of Railways
(Railway Board)

No.2018/Dev Cell/IGR1/3/Vol 3 · New Delhi dated: 09.09.2019

CAO/COFMOW,
Railway Offices Complex,
Tilak Bridge,
New Delhi -110002.

Sub: Conversion of 40 Freight Examination Yards to Technology Driven Freight Yards (Smart Yards) over Indian Railways.

Ref.: Rly. Bd's Pink Book (RSP) item no. 1166 of FY 2019-20.

A work of **'Conversion of 40 Existing Freight Yards of Indian Railways to Technology driven Freight Yards (Smart Yards) (Phase-1) (Umbrella work 2019-20)'** has been sanctioned in Railway Board's RSP under Plan Head-21 at a cost of Rs.1579 cr. vide item no.1166 in Pink Book 2019-20.

Railway Board has nominated COFMOW as nodal agency for carrying out the overall subject work of **Smart Yards** including preparation of Detailed Estimate. A copy of scope of work is attached as annexure. However, activity at item no.1.3 (Hot box equipments at Rolling in locations) is proposed to be carried out through KRCL and activity at item no.2 (Creation of ICT integration platform) is proposed to be carried out by RITES.

COFMOW may kindly initiate necessary action in this regard as this is a high priority item.

The issues with the approval of competent authority.

DA/as above

11/9/19

9/9/19

(Mayank Tewari)
Exec. Dir. Mech. Engg.(Dev.)
Railway Board

Copy to:

- PCMEs/All Indian Railway for information & n/a.
- MD/RITES for information & n/a.

Annexure

Sub: Conversion of 40 Freight Examination Yards to Technology Driven Freight Yards (Smart Yards) (Phase-1) (Umbrella work 2019-20).

Ref.: Rly. Bd's Pink Book (RSP) item no. 1166 of FY 2019-20.

SN	Item	Quantity		Total cost (₹ Cr.)	Proposed executing Agency
1	Track Side Equipments (Main Line & Rolling-in)				COFMOW
1.1	Main line equipments (OMRS consisting WILD & ABD)	81 for 40 Yards	81	384.75	
1.2	Vision based Equipments Rolling-In Equipments. (Comprising wheel profile recording, Bogie performance / defect Detector, Brake Equipment & Shoes, CBC Coupler & Body Under Frame Detection &hanging Parts etc.)	69 for 40 Yards	69	865.95	
	Sub total (A)			**1250.70**	
1.3	Hot box equipments (at Rolling-In location)	69 (for all 40 yards)	69	138.00	KRCL
	Sub total (B)			**138.00**	
2	Cost of creation of ICT integration platform to have common interface for connectivity for all detection equipments for 40 yards and other available such equipments over IR (Legacy / new upcoming).	1 Platform (for all Identified yards)	1	10.00	RITES
2.1	Expected cost of integration, analytics and the information presentation for each yard	40 (for all Identified yards to be integrated)	40	80.00	
	Sub total (C)			**90.00**	
3	Portable RFID readers (6 per yard) for each 40 yards	240 (4 to 6 per yard)	240	1.20	COFMOW
	Sub total (D)			**1.20**	
4	Additional T&P, PPE equipments, uniform designed by suitable agency for each of 40 yards	To be assessed for each yard	40	40.00	Zonal Railways
5	Material handling equipment & hydraulic equipments	To be assessed for each yard	40	40.00	
6	Creation of Knowledge Development Centre for each yard. (Provisioning of Porta Cabin, A/C, LED Screen, Projector, Furniture, Library)	One at each yard	40	20.00	
	Sub total (E)			**100.00**	
	Total (A + B + C + D + E)			**1,579.90**	

भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)

No. 2022-B-104 New Delhi, dated 03.03.2023

The General Manager,
Central, Eastern, Northern, North Eastern, Northeast Frontier, Southern, South Central, South Eastern, Western, East Central, East Coast, North Central, North Western, South East Central, South Western & West Central Railways.

Sub:- Distribution of Umbrella work under PH 21-Rolling Stock (Bulk Order).

Ref:- (i) Board's letter No. 2022-B-106/BO dated 20.06.2022
(ii) Board's letter No. 2022-B-104 dated 07.10.2022
(iii) Board's letter No. 2022-B-115/BO dated 17.1.2023.

In Works, Machinery & Rolling Stock Programme (Pink Book 2022-23), the work **'Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (Umbrella Work 2022-23)'** (PB 1280), costing Rs. 500 cr (Capital; Rs. 400 cr & DRF; Rs. 100 cr) has been included as an 'Umbrella work' under Rolling Stock Programme (Bulk Order) under Railway Board. Vide Board's letters under reference, the outlay for the RSP(BO) item has been allocated against Northern Railway.

2. In terms of Procedure Order regarding execution of 'Umbrella' works under different Planheads, circulated through Board's letter No. 2017/CE-I/WP/2018-19/1/Pt dated 22.3.2018, the Railway/Unit-wise distribution of the total cost and outlay provided to the 'Umbrella' work mentioned in Para 1 above, as advised by Mechanical(Workshop) Dte., is communicated herewith as per the following:

(Rs. in thousands)

Rlys	Description	Allocn.	Cost	Outlay 2022-23
CR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	145200	6
		DRF	54800	6
ER	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	290400	6
		DRF	109600	6
NR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital		10
		DRF	138000	10
NER	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	10500	6
		DRF	4000	6
NFR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	250500	6
		DRF	94500	6
SR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	145200	6
		DRF	54800	6
SCR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	435600	6
		DRF	164400	6
SER	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	251900	6
		DRF	95900	6

--2/-

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(Rs. in thousands)

Rlys	Description	Allocn.	Cost	Outlay 2022-23
WR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	94400	6
		DRF	35600	6
ECR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	12000	6
		DRF		6
ECOR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	2900	6
		DRF	1100	6
NCR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	14500	6
		DRF	5500	6
NWR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	30700	6
		DRF	11600	6
SECR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	290400	6
		DRF	109600	6
SWR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	43600	6
		DRF	16400	6
WCR	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	Capital	43600	6
		DRF	16400	6
Total		**Capital**	**2061400**	**100**
		DRF	**912200**	**100**

3. Consequently, the cost for the 'Umbrella work' (PB 1280/RB/2022-23) has been reduced to Rs. 67.64 cr (Cap; Rs.58.86 cr & DRF; Rs. 8.78 cr) for 2022-23.

(Puneet Meena)
Jt. Director Finance (Budget)
Railway Board

No. 2022-B-104

New Delhi, dated 03.03.2023

Copy to: The PFAs, All Indian Railways.

(Puneet Meena)
Jt. Director Finance (Budget)
Railway Board

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

No.2023-B-106 New Delhi, dated 08-06-2023

The General Manager,
East Coast Railway.

Sub: Corrigendum to distribution of Umbrella work under PH 21- RSP(BO) in PB 2023-24

Ref : Board's letter No. 2023-B-104 dated 03.03.23

In Works, Machinery & Rolling Stock Programme (Pink Book) 2023-24, the work of **"Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (Umbrella Work 2022-23)"**, costing Rs.365 cr (CAP: Rs. 265 cr, DRF: Rs. 100 cr) has been included as an 'Umbrella Work' under Rolling Stock Programme (Bulk Order) under Railway Board.

2. Distribution of cost of the Umbrella work amounting to Rs.297.36 cr (Cap: Rs. 206.14 cr, DRF: Rs. 91.22 cr) was issued through Budget Branch's letters dated 03.03.23. The remaining part of the Umbrella Work (PB#1280/RB/2022-23), as per budget database is Rs.67.64 cr (CAP: Rs. 58.86 cr, DRF: Rs. 8.78 cr).

3. As recommended by M(W) Dte.,the following modifications may be given effect in "Distribution of Umbrella work under PH 21- RSP(BO), advised through Board's letter mentioned above.

(Figures in Thousand of Rupees)

Rly	PH	Particulars		Alloc	Sanctioned Cost
Modify					
RB/ ECOR	21	Provision of unit exchange spares within workshops & maintenance depot (wagons) and upgradation of existing rolling stock to improvement reliability & safety (PB#1280/RB/2022-23)	for	CAP DRF	2900 1100
			read	***CAP*** ***DRF***	***83700*** ***1100***

4. Consequently, the cost for the 'umbrella work' (PB No. 899/RB/2023-24) has been reduced to Rs.59.56 cr (CAP: Rs. 50.78 cr, DRF: Rs. 8.78 cr) for 2023-24.

(Puneet Meena)
Jt. Director, Finance(Budget)
Railway Board

Copy to: The PFA, East Coast Railway.

Copy to : EDME/Frt, EDRS(S), F(S)-I, M(W) and RS(B) branches, Railway Board, New Delhi.

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