2003/M(N)/951/22.

724816/2020/MECHANICAL(WAGON)

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

No. 2003/M(N)/951/22 New Delhi, Dated: 27.10.2016

The Chief Mechanical Engineers,
All Indian Railways

EDS(W)/RDSO
ED(QA)/Mech/RDSO
ED(CAMTECH)/GWL

GM/CRIS/NDLS
Director/IRIMEE/JMP

GS/IRCA/NDLS

Sub: Minutes of Meeting on Freight Matters held in Railway Board on 6th October, 2016

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The minutes of the meeting held in Committee Room of Railway Board on 06/10/2016 with CRSEs(Frt.) of Zonal Railways and CWMs of selected Workshops are enclosed.

This is for your kind information and necessary action.

27/10/16
(Rajesh Kumar)
Dir. Mech. Engg. (Frt.)
Railway Board

Copy to :

1. **PSO/MRS** – for kind information of MRS.
2. **Sr. PPS/AM(T)** – for kind information of AM(T)
3. **PPS/AM(ME)** – for kind information of AM(ME)
4. **PPS/AM(PU)** – for kind information of AM(PU)

27/10/16

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Issue with Signature
Signature
Date

No. 2003/M(N)/951/22

Minutes of Meeting on Freight Matters held on 6th October, 2016 in Railway Board

1. Participants

Railway Board	Zonal Railways & RDSO	
1. Hemant Kumar, MRS 2. K. Swaminathan AM/ME 3. R.N. Misra, AM/PU 4. A.K. Gupta, AM(TT) 5. Ajay Nandan, EDME/Frt 6. Rajesh Kumar, DME/Frt 7. Anirudh Kumar, DME/P-I 8. Akhilesh Misra, Dir/C&IS	1. Sita Ram Sinku/ CRSE(Fr)/SER 2. D.L. Choudhary/ CRSE/SWR 3. S.K. Paswan, CRSE(Fr)/SR 4. J.Digi, CRSE/SECR 5. Jayram Majhi, CWM/R/SECR 6. Gopal Kumar, CRSE(Fr)/NR 7. U.F.Kujur, CRSE(Fr)/ECR 8. A.K.Sinha, CWM/JMP/ER 9. Sanjay Kumar, EDS(W)/RDSO 10. S.N.Yadav, ED/QA(Mech)/RDSO 11. V.M.Dashputra, Dy. CME/Chg/CR 12. R.K.Khurana, Dy.CME/R/JHSW/NCR 13. Parinay Gupta, Dir.Wagon/RDSO 14. A.N.Siddiqui, Dir.Wagon/RDSO 15. Manish Pandey, Dir.Wagon/RDSO	16. Sumit Narula, CRSE/ER 17. S.S.Mishra, CRSE/SCR 18. B.Lakra, CME(O&F)/NFR 19. M.Biswas, CRSE/NER 20. B.M.Agrawal, CRSE/NCR 21. R.P.Meena, Dy. CME/NWR 22. Akhilesh Kumar, CRSE/WR 23. P.K.Tiwari, CWM/Kota/NWR 24. Suman Raaj, Prof. IRIMEE 25. N.N.Mallik, NCO/IRCA 26. K.P.Yadav, Dir./CAMTECH 27. R.V.N.Sarma, CWM/RYPS/SCR 28. A.K.Gupta, CWM/KGPW/SER 29. R.K.Sangar, CWM/JUDW/NR 30. Nilotpal Dey, CWM/PRTN/WR 31. S.Muthukumar, Dy.CME/W/PER/SR 32. Madhusmita Patra/GS/IRCA 33. Saurabh Endley, GM/CRIS

S.No.	Action	By	Time Schedule
1.	**Address by Member Rolling Stock**		
1.1	Train parting cases had decreased with the introduction of BCNHL and BOXNHL wagons fitted with enhanced specification and high capacity couplers. However, recent trends indicate that train partings on such rakes are also on increase primarily because of inter-mixing of knuckles WD-66 or WD-70 CBCs fitted in the WD-48 knuckles. Zonal railways must ensure that Couplers of WD-66 or WD-70 specifications should not be fitted with lower capacity WD-48 knuckles or its components.	CME	Immediate
1.2	A JPO has been issued by Railway Board regarding running of twin pipe freight trains. Zonal Railways must implement the JPO and ensure that twin pipe rakes continue to run in twin pipe configuration. In case the feed pipe has not been connected after loading/unloading of the rake, it must be reconnected at the nearest examination point. Even if a twin pipe BVZI Guard Van is not available in the field the remaining feed pipes must be connected up to the last wagon.	CME	Immediate

S.No.	Action	By	Time Schedule
	To reduce train partings, two pronged strategy of using proper couplers and introducing twin pipe air brake system should be adopted.		
1.3	Snapshots of ultrasonic test reports of each axle must be preserved in the workshops as per extent instructions. In case of, cold breakage of an axle occurs, the snapshots of that particular axle can be examined again to verify if any flaws, which could have been detected at the time of ultrasonic testing, went unnoticed. Workshops to ensure 100% recordkeeping of UST reports.	CME	1 Month
1.4	Railway Board has sanctioned RSP for repairs & modification in the D1 and D2 type design of doors of BCNHL wagons. However, the progress of work is not satisfactory. Zonal Railways must gear up to modify the doors as per their allotted RSP without fail. Workshops must also plan for repair and replacement of damaged doors of other types through revenue. ER to explore whether Dankuni can manufacture doors for BCNHL wagons.	CME	Immediate 3 Months 1 Month
1.5	In case, a wagon is not due for POH within the next three months, it should not be sent to POH shop and it must be repaired in the open line itself. Whereas ER, SER, and ECR have entered into contract with Railway owned PSUs, for "C" category repairs of wagons, other Zonal Railways should also enter into similar contracts for repair of "C" category wagon repair arising in their Zones. The contract can be based on the model contract of SER.	CME	Immediate 31st March, 2017
1.6	CRSEs must monitor running of embedded empties through FOIS. A JPO has been issued by Railway Board for identifying the locations of sidings where wagon damages are occurring. The JPO should be implemented in a collaborative manner so that wagon damages taking place in sidings are reduced and arising of unloadable wagons is contained.	CME	Immediate
1.7	Mughalsarai depot had developed a gadget for wheel changing in the yard itself. Each major yard should have provision of at least one such gadget so that the wheel changing can be done on train itself and shunting and placement of wagon in sick line could be avoided.	CME	Immediate
1.8	The pilot project of FMM should be completed on top priority and roll out to other depots started.	CME CRIS	6 Months
1.9	There has been no perceptible improvement in the number of wagons waiting inside workshop for more than 30 days. Steps should be taken to make this number zero.	CME	
2.	Address by AM/MF		
2.1	The meeting of CRSEs should be held at least once a year.	EDME/Frt	

S.No.	Action	By	Time Schedule
3.	**Address by AM(PU)**		
3.1	In the changed scenario the significance and importance of freight has increased and efforts should be made for improvement in the maintenance of freight rolling stock.		
4.	**Address by AM/TT**		
4.1	The first six months of the current financial year has not been very encouraging in terms of freight loading because there has been a drop in loading of coal and cement. However, the next six months would be challenging as demand for loading is expected to increase, particularly of covered wagons. Close coordination between CRSE and CFTM of zonal railways is required for fulfilling the wagon demand and to achieve the loading target. Zonal railways must plan for sending wagons to workshops for POH in consultation with the CWMs and it should be ensured that excess numbers of wagons are not booked for POH.	CME COM	Immediate
4.2	There is a scope of improvement in the examination time of rakes. Zonal railways should do a detail review of TXR staff posted at examination points vis-à-vis the workload. Redistribution of staff may be carried out for optimizing the deployment vis-à-vis workload.	CME	3 Months
4.3	CRSEs and CFTMs should monitor the embedded empties in rakes and steps should be taken to curtail the running of embedded empties. Wagon damages should be taken note of and corrective action should be taken to minimize the wagon damages. Efforts should be made to carry out in-situ repair of wagons wherever possible.	CME COM	Immediate
4.4	Zonal railways should plan to increase the number of CC rakes. Necessary infrastructure should be planned for maintaining CC rakes at identified locations.	CME COM	
5.	**Issues raised by GS/IRCA**		
5.1	All circulars related to maintenance and repairs of rolling stock should be marked to IRCA.		
5.2	Promotional avenues for staff posted in IRCA are lacking. Therefore, very few staff wants to join IRCA resulting into large number of vacancies which needs to be filled up.		
6	**Analysis of CTRB failures by RDSO**		
6.1	RDSO made a presentation analyzing the online failures of CTRBs. There is a variation between the data received by RDSO and the data reported to E&R Dte. of Railway Board. Zonal Railways should ensure that all those cases of CTRB failures which have been reported by E&R should be reported by them to RDSO on e-mail I.D. ctrb.rdso@gmail.com. In all cases of CTRB failure, particulars of last overhauling must be captured.	CME RDSO	Immediate
6.2	RDSO should revise the CTRB failure reporting Performa. Axle number as well as the last overhauling particulars of CTRB (and not the last POH date of the wagon) should be incorporated in the Performa.	RDSO	1 Month

S.No.	Action	By	Time Schedule
	The overhauling particulars of both sides of CTRBs must be part of the Performa.		
6.3	Zonal railways must ensure that both side bearing are changed whenever CTRBs are to be changed in a wheel set.	CME	Immediate
6.4	The decision for overhauling the CTRB has to be taken only on the basis of grease seal manufacturing date.	CME	Immediate
7.	**Analysis of Train Parting cases by RDSO**		
7.1	Overall Train parting Incidences are showing a decreasing trend since 2006-07. However, during the current year there has been a spurt in knuckle failures.		
7.2	There is some disparity in the data sent by Railways to RDSO and that reported to E&R. Zonal Railways must ensure that cases reported by them to RDSO and reported by E&R Dte are same.	CME	Immediate
7.3	Major cause of failure is of knuckles. It has been identified that knuckles of particular vendor have been failing, who has been now delisted. Railways to take a drive to weed out the knuckles without marking details. a. Instructions have been issued already that components without manufacturers and manufacturing date markings are not to be fitted. This needs to be followed strictly. b. Performa for reporting of train partings is to be reviewed by RDSO so that the following parameters are correctly captured: ▸ Type of coupler, knuckles & locks provided (WD-48 or 70/71 or 66) ▸ Manufacturing dates of components failed & that of CBC ▸ Condition of draft gear ▸ Type of wagon & empty/loaded status ▸ Twin-pipe or single-pipe working.	CME RDSO	Immediate 1 Month
7.4	Stock wise Train parting analysis shows a major chunk on Open Wagons. This may be due to tipplers operation. Railway must ensure adequate post tippling checks.	CME	Immediate
7.5	Major workshops wise analysis shows clear co-relation between the performance and material consumption. Workshops like RYPS, RWS, KTTW & JMP are showing an improving trend in the statistics. Workshops and ROH Depots must review the AAC of safety items. Similar review needs to be carried out to align AACs of components that are one time change items during POH (like knuckles and other Must Change Items during POH and ROH, as approved by Board, to meet the actual requirements of replacement and ensure that material is made available. The accepted report of committee on Must Change Items in POH and ROH may be referred on the issue.	CME RDSO	3 Months
7.6	All failures of CBC and its components reported to RDSO must have the name of the manufacturer as well as the year of Manufacture	CME	Immediate
7.7	Workshops must ensure dropping of draft gears during POH as well as its testing and overhaul thereafter	CME	Immediate
7.8	Train parting cases should be examined in detail to arrive at the root cause of parting. The findings should be highlighted in safety	CME	Immediate

S.No.	Action	By	Time Schedule
	review meetings of the zonal railway/divisions.		
7.9	More sources of WD-70 specification couplers are still under development at RDSO. It would be prudent to approach the decision regarding convergence of freight coupler specification to WD-70-BD-10 (by phasing out of WD-48 specification) only after sufficient sources are developed and their supply performance to zonal railways can be considered as having stabilized as per the zonal railway's requirements.	CME RDSO	31st March, 2017 1 Month (Rly. Bd.)
8.	**Other Agenda Items**		
8.1	Zonal Railways to work out the monthly arising of "C" category unloadable wagon repairs and accordingly plan for liquidating the repairs either through outsourcing or within resources of open line. Railways must ensure that tenders are floated during the current financial year.	CME	31st March, 2017
8.2	The balance RSP allotment for modification of BCNHL wagons doors may be considered for redistribution among zones as per the actual availability of wagon on different railways, within the permissible ambit of settled contracts for the same. To begin with, RSP of 100 wagons may be transferred from WR to SCR.	EDME (W)	1 Month
8.3	Workshops must ensure that all BCNHL, BOXNHL and BVZI brake vans turned out from their workshops after POH are retrofitted with twin pipe air brake system. Now that Railway Board has taken a policy decision for retrofitment of twin pipe air brake system in all freight stocks that have at least one POH cycle life left, Zonal Railways must plan for retrofitment of twin pipe air brake system during POH, ROH and otherwise also. Advance targets for 20000 wagons retrofitment shall be issued soon for 2017-18 for which zonal railways must complete the planning at the earliest. RDSO to immediately issue conversion scheme for various types of wagons for retrofitment of twin pipe in wagons for which the scheme does not exist. RDSO to also specify a check list of items which has to be checked after conversion of twin pipe air brake system in case the conversion/retrofitment has been carried out by outsourcing. Single pipe BOXNHL rakes of MGS to be sent to JMP workshop for conversion on priority after due consultation with the workshop. ECR may utilize the RSP allotted to them for retrofitment in BOXN/BOXNHS wagons	CME RDSO	Immediate 31st January, 2017 31st December, 2017 31st December, 2017 31st January, 2017
8.4	Warranty Inspection of newly manufactured wagons is to be carried out by Zonal Railways after one year in terms of Chapter 2 of Wagon Maintenance Manual. However, it is observed that most of the Zonal Railways are either not doing the inspection or not reporting.	CME RDSO	Immediate
8.5	**Maintenance of Private Wagons:** Some of the zonal railways had raised the issue of charging of maintenance charges of private wagons other than BLC wagons to WMDA. *It is clarified that*	CME EDME (Freight)	

S.No.	Action	By	Time Schedule
	maintenance charges of privately owned wagons other than BLC wagons cannot be charged to WMDA because these wagons are 1operated under different schemes of Commercial Directorate which have different terms and conditions for maintenance. It is observed that Zonal Railways are not having a proper system of maintaining WMDA. *Each Zonal Railways to nominate a Division/Officer for maintaining the WMDA. Zonal Railways to review the cost of POH charged to WMDA and also review the system of maintaining WMDA.* A meeting will be held in Railway Board to review the implementation of WMDA on Railways and any issues faced by the railways.		1 Month
9.	**Presentation on Wagon Master by DME/C&IS**		
9.1	DME/C&IS highlighted the results of Wagon Census conducted in the Month of November 2015. It was apprised that the current data in Wagon Master is not reliable. An application has been developed for purification of Wagon Master and launched on 1st October 2016. This application has provision of addition and revision of wagon numbers in the Wagon Master. Zonal Railways to ensure purification of Wagon Master by following the procedure for addition and revision of Wagon numbers as per the procedure outlined in the application during ROH/POH.	CME	Immediate
9.2	Railways shall ensure that all wagons which have been condemned are deleted from the Wagon Master database.	CME	1 Month
10.	**Presentation on FMM by CRIS**		
10.1	GM-WISE/CRIS demonstrated the application developed for generating BPC which is accessible on internet. It was informed that an Android based mobile application for generating BPC is also under development. All depots should start issuing BPC from this application which is easily accessible on internet.	CME	
11.	**Issues raised by CRSEs and CWMs**		
11.1	CRSE/NCR informed that the storage capacity of the UST Machine has increased but there is no advantage with regard to the time taken in the process of storing data of the report. The data transfer speed is low. *It was decided that individual CRSE's should give feedback to RDSO regarding the performance of the machine.* *Zonal Railways should carry out an Audit of the UST procedure followed by them as per the Performa issued by RDSO.*	CME ED/Wagon/RDSO	1 Month
11.2	EDS(Wagon)/RDSO highlighted that there is a backlog of Refresher Course overdue staff of UST. There should not be any refresher course overdue staff deployed for carrying put UST examination. RDSO would conduct 4 additional courses to cover the backlogs for overdue onwards. Railways must make full use of the same.	CME RDSO	31st October, 2016 (RDSO)
11.3	ECR raised the issue that adequate quantities of CTRBs are not being received from LLH/ER. ER needs to clear the backlog of bearing for overhaul at TTH on MGS account	CME	*31.03.2017*
	Railway reported difficulty in maintenance of BMBS. Railway was		

724816/2020/MECHANICAL(WAGON)

S.No.	Action	By	Time Schedule
	advised to set up test benches for BMBS cylinder and APM of BMBS on the lines of Kota workshop. All Railways were advised that wagon with BMBS would be coming in for POH during the current year. Workshops must ensure that they are ready for taking up overhaul of BMBS.		
11.4	CRSE/SECR highlighted the issue of 521 identified BRNAHS wagons, which need carrying out the modification in the deficient knee plates by wagon manufacturer. *ED/QA Mech will arrange to liaise with the manufacturer to carry outrepairs to all such wagons whenever intercepted by workshops and ensure that wagons are attended promptly by manufacturers*	**CME ED/Q&A/ Mech/RDSO**	Immediate
11.5	CRSE/SCR raised the issue of high unloading time of BCFC wagons. *There are a total of two rakes plying in the IR system.* *It was decided that ROH of one rake each shall be carried out by SECR and SCR.*	**CME/SCR CME/SECR**	Immediate
11.6	CWM/JMP highlighted that OEMs are not extending support in providing spares of WD-66 Couplers. He also requested Board to make the working time of NTXR staff flexible and requested for modification in the existing policy letter issued by Board.	**ED/W/RDSO NCO/IRCA**	*3 Months (RDSO)*
11.7	CRSE/SCR apprised that there are certain freight stocks like BCBFG, BTFLN for which CRS sanction is not available in SCR but still these rakes are permitted to run. *The matter will be reviewed at Board and appropriate instructions shall be issue.*	**CME/SCR**	*1 Month*

Dkumar
27/10/16

(RAJESH KUMAR)
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