GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

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Chief Mech. Engineers
All Indian Railways (DL)

SUB: Fitment of PU side bearer on wagons having Casnub NLB Bogie

REF: Items No.5.0 of the Minutes of CMEs Conference held on 24th-25th April 2009 issued by Railway Board vide letter No. 2009/M(L)/466/3(18) dt.27/5/2009

Wagons have been permitted with extra loading upto CC+6+2t on all routes and CC+8+2 on certain nominated sections. These wagons were permitted to run with the extra loading upto a maximum speed of 60 kmph. Railway Board vide letter No. 2005/M(N)/204/2 dt. 29/6/05 advised zonal railways to provide additional springs on the wagons and now this exercise will get completed within the next 3-4 months for which separate instructions have already been issued by CRB vide D.O. letter No 2005/M(N)/204/2/Vol.II dt. 16/4/09. With the fitment of additional springs, these wagons will be permitted to run upto 70/75 kmph in loaded condition [CC+6+2T] for which RDSO has already issued Speed Certificate. Hence at higher speed more sturdier components are required to be fitted on wagons

2. PU side bearer is much more sturdier than rubber bonded side bearer pad being used on CASNUB NLB bogies. The failure rate of rubber bonded side bearer pad has also increased by 37% after permitting overloading As per 3 years data provided by the zonal railways to the Board, the failure rate of PU side bearer is 2.49% against 22.34% of rubber bonded pads.

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3. Considering the above and in view of the recommendations made during the CMEs Conference, the programme of fitment of PU side bearer on the wagons having CASNUB NLB bogie, as detailed below to be implemented.

- All wagons being turned out from workshop after POH should be fitted with PU side bearer as per RDSO's specification

- Released serviceable rubber bonded side bearer and its housing be utilized during maintenance at ROH depot/sick lines.

- Proper accountal of released rubber bonded side bearer be maintained and transfer to ROH depot/sick lines be made with appropriate documentation and the dues for this item in the Roll depots/sick lines should be accordingly modified.

4. The requirement of PU side bearer should be worked out by the zonal railways for fitment during POH in consultation with the Associate Finance and procurement action initiated, restricting the expenditure within the sanctioned budget.. The requirement of additional funds may be worked out and projected in August Review 2009-10 and at the subsequent budgetary stages in accordance with the numbers projected to be covered during POH cycles.

(G.C.BUDHALAKOTI)
Executive Director Mech. Engg.(Freight)
Railway Board.

C/-

1. The FA&CAO (All Indian Railways)
2. FS(I) Branch of Railway Board

For Financial Commissioner/Railways