GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No.: 2015/M (W)/814/1 **New Delhi, dated**: 31/03/2015

The Chief Mechanical Engineers
All Indian Railways

Sub: POH Programme for 2015-16.

POH targets for the workshops for the year 2015 - 2016 along with the minutes of the POH programme meeting held on 12/01/2015 at Railway Board have been issued and the same can be accessed at the website http://www.indianrailways.gov.in/railwayboard/ ⟶ Railway Board Directorates ⟶ Mechanical Engineering (PU&W) ⟶ Wagon and Coaches ⟶ Circulars.

Progress against each item of target (on monthly basis) may kindly be advised through workshop portal.

Please acknowledge receipt.

DA: Minutes of the meeting.

31/03/15

(Anirudh Kumar)
Dir.Mech.Engg. (P)- I
Railway Board
09910487437

Copy:

The Chief Electrical Engineers
All Indian Railways

MINUTES OF POH PROGRAMME MEETING HELD ON 12/01/15 AT RAILWAY BOARD

MEMBERS PRESENT:

Railway Board (S/Shri)

Arvind Khare, AM(PU)
Rakesh Vatash. AM(ME)
Sanjay Chadha, EDME(W)
Vivek Kumar, EDME(Traction)
Shailendra Singh, EDME (Chg.)
Ashesh Agarwal, EDME (Frt.)
G.K.Gupta, EDME (Project)
Prashant Kumar, DME(Chg.)
Archana Mittal , DME (Frt.)
Manish Jain, DME (P) - II

Zonal Railways (S/Shri)

A.K.Singh, CWE/C.Rly.
S. Toppo, CWE/E.Rly.
A.K.Chandra CWE, EC Rly.
Harsh Kumar, CWE, N.Rly.
Paul Horo, CWE, NE Rly.
S.B.Mohril, CWE, NF Rly.
Ramesh Kumar, CWE, NW Rly.
D.K.Naik, CWE, NC Rly.
T Kuppan, CWE, S.Rly.
K.P.Somkuwar, CWE, SC Rly.
A.K.Behera, CWE, SE Rly.
J.Majhi, CWE, SEC RLY
R.K.Mishra, CWE, W Rly.
S.K. Prasad, CWE, WC Rly.
U.SubbaRao, CME/Plg & WS, SW Rly
S.K.Bagh,CWE/ECo Rly.
Shivendra Mohan, CWM/JHS/NC Rly.
Anirudh Kumar, Director (Wagon)/RDSO

1. Additional Member (PU), in his address, appreciated the increase in performance of POH of BG wagons in the workshops considering the sharp increase in the requirements along with the time. He asked the officers present to sustain the momentum of outturn & plan the material for future requirements in line with the past experience.

2. AM(PU) referred to the "Make in India" policy of the central government – a move that will make the country stand of its own and reduce the import dependence on other countries. He suggested Joint Ventures for make the policy a success in areas like LHB coaches, HHP Locomotives etc.

3. AM(PU) also emphasized on the development of portals by PUs for effective management of outturn quality. A web portal for RDSO controlled spares already exists which must be made effective use of. The information on the portal should be available to all concerned and in properly design formats. Pus and workshops must also have regular quality feedback meetings with the concerned zonal railways. Workshops may also think of launching similar portals for feedback on their outturn by divisions.

4. AM (PU) advised that headstock failure on coaches is a critical. He insisted that the workshops were not taking it seriously as the technology is available in the railway units but was not being implemented viz. lack of fixtures/stands, use of improper electrodes etc. Headstock must be made separately on proper fixtures and not on the coach. He advised the coaching workshops concerned to visit ICF/RCF for technology, skills of welders & proper ways. All present asked to ensure that these cases are not repeated in future. He also advised to improve the quality of roller bearings attention in workshops and commended BPL workshop for NIL failures in the last 5 years. Workshops should also implement the system followed at BPL workshops for checking new bearings thoroughly.

5. For new workshops coming up/being planned for POH/Rehabilitation of coaches and wagons, planning of manpower should be done concurrently so that the investment made can give physical return to Indian Railways at the earliest in the form of POH/Rehabilitation of coaches and wagons.

6. Additional Member (ME) highlighted the increasing corrosion problems being faced by divisions. He advised to follow standard maintenance practices like phosphating of components and frequent technical audits at officer level to improve the quality of maintenance in the workshops.

7. AM (ME) advised that once in three months, one chosen activity/area of a workshop should be technically audited by an officer of the concerned zonal railway headquarters.

8. AM (ME) advised that up gradation of maintenance facilities for LHB coaches must be planned in the workshops on priority to tackle future workloads.

9. AM (ME) advised that due to shortage of WLRRM coaches, there is a need to specifically monitor the cycle time of POH of these coaches at headquarter level.

10. AM (ME) advised that policy of attending unloadable wagons in Railway PSUs is being processed and shall be issued shortly. Wagon workshops should sustain the increase in POH outturn achieved in recent months.

11. EDME/Frt. expressed his concern over increase in cases of hot axles on line and train parting on line. These must be addressed as mission areas. Monthly analysis published by RDSO on railnet site (10.100.2.19) must be used for benchmarking of practices across workshops. Cases happening before the first ROH after POH need specific analysis and preventive action. Action plan issued by Railway Board needs to be implemented in the right earnest.

12. EDME/Frt. asked that the report of the committee on must change items needs to be implemented by workshops.

13. Conversion of BOXNHL, BCNHL and BVZI to twin pipe must be treated on priority. This has already been declared as rejectable defect during POH of these wagons.

14. During POH of BCNHL wagons manufactured prior to July 2010, RSP for door modification may be operated by workshops.

15. There is a huge backlog of POH of BOBRN wagons in ECR and ECoR. This may be tackled on priority by workshops concerned.

16. Planning for feed for overhauling of wagons may be done in advance in consultation with Railway Board (Shri R.K.Gupta, SSE at Railway Board may be approached for advising the requirements).

17. In addition to CWMs and CRSEs, who are already receiving details of sick marking of wagons within 90 days of POH, CWEs may also like to receive the same from NCO, IRCA for analysis and corrective action.

18. Workshops may consider stocking of MS Side walls to increase the outturn of POH of BOXN wagons.

19. Every attempt must be made to reclaim axles from condemned freight stock so that need for import does not arise.

20. EDME/Chg. asked the workshops to focus on quality of outturn in general and specific areas like corrosion , roller bearings in particular.

21. Instructions for fitment of dustbins in coaches during POH must be implemented.

22. Standard CBC maintenance practices advised by OEM/Coaching Manual and RDSO instructions issued from time to time must be implemented and frequently audited by officers in coaching workshops.

23. A pilot project on increase in coaching POH periodicity from 18 months to 24 months is being undertaken on WR, NWR, ER and SCR. These coachers must be closely monitored and proper records kept.

24. Progress of RSP items should be monitored at HQ level. A number of developmental items are under fitment trials. They must be dealt on priority.

25. WCR may turn out 'Model Rake" from BPL workshop at the earliest.

26. EDME/Tr. was critical of feed practices for POH of locomotives which leads to ambiguities and confrontation with monthly targets.

27. POH workshops should not mete out step motherly treatment to foreign railways locos. Cycle time, special repairs and IOH of foreign railways locos must be given equal priority as home railway locos.

28. Modifications advised by RDSO to be done during POH must be done on both home railway and foreign railway locos. In case there is problem felt in implementing any modification, RDSO and Railway Board may be approached for taking a view on the matter.

29. Southern Railway may increase the outturn of HHP power packs and DEMU MLR. This needs to be monitored at HQ level.

30. EDME(Project) advised all concerned about setting up of an Environment Management Dte. at Railway Board and the scope of its activities.

31. The Rail Coach Factory at Rai Bareli has set up 2 MW solar plant which is used to feed the factory. Railway Workshops may also plan for introduction of solar power on similar lines.

32. Increased emphasis is being given to proper energy management and water management in all aspects of railway working. Railway workshops may ensure that they are invariably part of audits on energy management and water management being done/being planned on their zonal railways so that benefits of such audits can be accrued at the earliest.

33. While seeking funds, for 2015 – 16, during budget estimates and subsequent budget stages for the works sanctioned under Plan head 42, priority may be given to works that can be completed in 2015-16 and Indian Railway can receive the benefit in terms of increased out turn. For each such work, a suitable officer may be nominated for continuous monitoring.

34. CWE/SECR highlighted major deficiencies in BOBRN wagons being received from East Coast Railway. Major areas of deficiency are LSD and door operating mechanism.

35. CWE/SCR requested for increased RSP quantity to attend doors of pre July, 2010 BCNHL wagons. He also requested for sanction of RSP for rehabilitation of BOBRN wagons.

36. CWE/WR requested for increased RSP quantity for conversion of single pipe wagons to twin pipe.

37. **Discussion on POH targets 2015-16:**

POH targets for 2015-16 were discussed rolling stock wise and targets for individual workshops were jointly finalized and are annexed.

The meeting ended with a vote of thanks to the chair.

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Item-wise remarks on POH targets:

a. BG Coach POH:

Total POH arisings (AC and non-AC) of the Railways have been taken care of while fixing targets of various workshops. Kindly note that, out of the above arisings, some of the coaches have to be undertaken for refurbishing under RSP.

The targets for refurbishment by the workshops have been indicated alongside the coach POH target in the sheet.

The cost of refurbishment portion has to be booked against the RSP, already available/being advised to the Railways separately.

Note:

1. *If any of the above items have been undertaken/refurbished on the coaches in the recent past, then those items should be excluded from the scope of present refurbishment.*

2. The coaches which are being refurbished should not be booked for MLR in future.

b. BG Wagon POH:

i. **The POH targets given to wagon workshops have to be strictly adhered to as per the annexed table. All wagon workshops must ensure that POH capacity is not diverted for ROH (except where specifically permitted by Board).**

ii. POH of BOXN and BCN wagons should be taken on priority.

c. BG Diesel Electric Loco POH:

i. The balance capacity at Parel workshop is to be utilized by undertaking loco manufacture for DLW and PSU locomotives.

ii. The balance capacity at GOC workshop is to be utilized for PSU locos, export locos etc.

d. BG Electric Loco POH:

i. The targets for Electric loco POH along with feed pattern would be issued separately by Elect. (TRS) Dte. of Railway Board.

ii. The targets are inclusive of POH + Recabling (wherever prescribed). Compliance of POH targets is to be given through MCDOs separately for POH and POH+Recabling.

f. DEMU/SPART/SPARMV/Tower Car POH:

i. The targets include all stock pertaining to DEMUs, SPART, SPARME and all other self propelled vehicles.

ii. Following workshops should undertake POH of tower cars in consultation with Railways after formulating a calling-in programme:

JMP – 4-wheelers (ECR & ER)
KPA – 8-wheelers (ECR, ECoR & ER)
KGP – SER
MIB – SECR & CR
LGDS-SCR
PR- 4 wheelers of CR
JHS – NCR
MX – 4-wheelers (WR)
DHD – 8-wheeler (WR & WCR)
PER/L-SR
KTT-WCR

g. 02 NG Dsl. loco of NCR and 02 NG Dsl. Locos of WR are planned at Parel (CR) workshop for POH.

h. The targets for engine block reclamation for use of Railways at Golden Rock workshop would be as follows:

i.

- Engine blocks (BG) – 130 nos.
- Engine blocks (MG) – 5 nos.

The distribution of these blocks will be communicated in due course. It should be ensured that the distribution advised is adhered to strictly and not modified in any case without prior approval from Board.

POH TARGETS - 2015-16

Railway	Workshop	BG (Non- AC coaches)			BG (AC coaches)			LHB	BG (Total coaches)		
		POH Target p.m.	Refurb p.m.	POH + Refurb p.m.	POH Target p.m.	Refurb p.m.	POH + Refurb p.m.	POH p.m	POH Target p.m.	Refurb p.m.	TOTAL (Incl. LHB)
		VUs	VUs	VUs	VUs	VUs	VUs		VUs	VUs	VUs
Central	Parel										
	Matunga	147	3	150	30	1	31		177	4	181
	Bhusawal										
	Kurdwadi										
Eastern	Jamalpur										
	Lilluah	171	4	175	39	1	40	21	210	5	236
	Kanchrapara	45		45					45		45
East Central	Harnaut	35		35					35		35
East Coast	Mancheswar	109	4	113	19	1	20	2	128	5	135.0
Northern	Charbagh										
	Alambagh	105	2	107	34		34		139	2	141
	Amritsar										
	Jagadhri	99	2	101	17	1	18	18	116	3	137
	Kalka										
North Central	Jhansi										
North Eastern	Gorakhpur	147	3	150	23	1	24		170	4	174
	Izatnagar	36		36					36		36
Northeast Frontier	Dibrugarh	52		52	9		9	3	61		64
	Lumding										
	NewBongaigaon	51		51	9		9		60		60
	Rangapara										
	Tindharia										
NWR	Ajmer	92	4	96	25	1	26		117	5	122
	Bikaner										
	Jodhpur	68	2	70	16	1	17		84	3	87
Southern	Perambur(Carr.)	146	4	150	36	1	37	2	182	5	189
	Perambur(Loco)	40		40					40	0	40
	Golden Rock	67	3	70	15		15		82	3	85
South Central	Lallaguda	85	6	91	22	1	23	2	107	7	116
	Guntapalli										
	Tirupati	71	5	76	9		9		80	5	85
South Eastern	Kharagpur	115	2	117	24		24		139	2	141
Southeast Central	Nagpur										
	Raipur										
South Western	Mysore	69		69	14		14	7	83		90
	Hubli	67	5	72	22	1	23		89	6	95
Western	Dahod										
	Lower Parel	97	3	100	27	1	28	14	124	4	142.0
	Mahalaxmi										
	Pratapnagar										
	BVP	80		80					80		80
West Central	Kota										
IR	G.Total	1994	52	2046	390	11	401	69	2384	63	2516

POH TARGETS - 2015-16

Railway	Workshop	MG Coaches	BG Wagon p.m.	MG Wagon	BG DE locos		
		POH Target p.m.	POH Target p.m.	POH Target p.m.	POH Target yly	SR/IOH Target yly	Total Locos
		VUs	VUs	VUs	(Nos.)	(Nos.)	Nos.
Central	Parel				79	3	82
	Matunga						
	Bhusawal						
	Kurdwadi		15				
Eastern	Jamalpur		500		62	14	76
	Lilluah		60				
	Kanchrapara						
East Central	Harnaut						
East Coast	Mancheswar						
Northern	Charbagh				70	38	108
	Alambagh						
	Amritsar						
	Jagadhri		500				
	Kalka						
North Central	Jhansi		660				
North Eastern	Gorakhpur						
	Izatnagar	29	10	5			
Northeast Frontier	Dibrugarh						
	Lumding						
	NewBongaigaon		120				
	Rangapara						
	Tindharia						
NWR	Ajmer		75		27	3	30
	Bikaner	27	30				
	Jodhpur						
Southern	Perambur(Carr.)		270				
	Perambur(Loco)						
	Golden Rock				93	9	102
South Central	Lallaguda						
	Guntapalli		440				
	Tirupati						
South Eastern	Kharagpur		450		85	8	93
Southeast Central	Nagpur						
	Raipur		400				
South Western	Mysore						
	Hubli						
Western	Dahod		90				
	Lower Parel						
	Mahalaxmi						
	Pratapnagar		70				
	BVP						
West Central	Kota		450				
IR	G.Total	56	4140	5	416	75	491

Note:Under No circumstances ROH is to be undertaken in shops except for BTPG/BTPGLN in KTT .

POH TARGETS - 2015-16

Railway	Workshop	MG Dsl locos	EMU/ MEMU	DEMU/ SPART/S PARME	NG loco	NG coach
		POH Target yly	POH target p.m.	POH Target yly	POH Target yly	POH Target yly
		Nos.	VUs	VUs	Nos.	VUs
Central	Parel				1	
	Matunga		87			
	Bhusawal					
	Kurdwadi					43
Eastern	Jamalpur					
	Lilluah					
	Kanchrapara		181	99		
East Central	Harnaut					
East Coast	Mancheswar					
Northern	Charbagh			236		
	Alambagh					
	Amritsar					
	Jagadhri					
	Kalka					114
North Central	Jhansi					
North Eastern	Gorakhpur					
	Izatnagar	17				
Northeast Frontier	Dibrugarh					
	Lumding					
	NewBongaigaon			37		
	Rangapara					
	Tindharia				4	36
NWR	Ajmer			117		
	Bikaner					
	Jodhpur					
Southern	Perambur(Carr.)					
	Perambur(Loco)			98		
	Golden Rock	1				
South Central	Lallaguda		4	128		
	Guntapalli					
	Tirupati		6			
South Eastern	Kharagpur		27	14		
Southeast Central	Nagpur				5	137
	Raipur					
South Western	Mysore					
	Hubli					
Western	Dahod		11			
	Lower Parel					
	Mahalaxmi		62			
	Pratapnagar					59
	BVP					
West Central	Kota					
IR	G.Total	18	377	729	10	389

MONTHLY TARGET OF NON-AC COACHES IN 2015-16

Rly.	W/shop	Prop Target	CR	ER	ECR	ECoR	NR	NCR	NER	NFR	NWR	SR	SCR	SER	SECR	SWR	WR	WCR
CR	MTN	150	150															
ER	LLH	175		110	65													
	KPA	45		45														
ECR	HRT	35			35													
ECoR	MCS	113				84									29			
NR	AMV	107					101	6										
	JUDW	101					101											
NER	GKP	150			42			40	68									
	IZN	36							36									
NFR	DBRT	52								52								
	NBQ	51								51								
NWR	All	96	6					16			28						8	38
	JU	70									70							
SR	PWP(C)	150										138			12			
	PWP(L)	40										40						
	GOC	70										70						
SCR	LLGD	91											91					
	TPTY	76											76					
SER	KGP	117												117				
SWR	MYSS	69														69		
	UBL	72	7													55		10
WR	PL	100															100	
	BVP	80															80	
IR	G.Total	2046	163	155	142	84	202	62	104	103	98	248	167	117	41	124	188	48

MONTHLY TARGET OF AC COACHES IN 2015-16

Rly.	W/shop	Prop Target	CR	ER	ECR	ECoR	NR	NCR	NER	NFR	NWR	SR	SCR	SER	SECR	SWR	WR	WCR
CR	MTN	31	31															
ER	LLH	40		26	14													
ECoR	MCS	20				18								2				
NR	AMV	34					31	3										
	JUDW	18					18											
NER	GKP	24			5			6	13									
NFR	DBRT	9								9								
	NBQ	9								9								
NWR	All	26	8				7				8						3	
	JU	17									14						3	
SR	PWP(C)	37										33			4			
	GOC	15										15						
SCR	LLGD	23											23					
	TPTY	9											9					
SER	KGP	24				2								22				
SWR	MYSS	14														14		
	UBL	23													5	8		10
WR	PL	28															28	
IR	G.Total	401	39	26	19	20	56	9	13	18	22	48	32	24	9	22	34	10

Note: 02 Underslung coaches of ECOR are slotted at KGP w/shop.

MONTHLY TARGET FOR SS2 & SS3 Schedule OF LHB COACHES IN 2015-16 (POH)																
Rly.	**W/shop**	**Prop Targe**	**CR**	**ER**	**ECR**	**ECoR**	**NR**	**NCR**	**NFR**	**NWR**	**SR**	**SCR**	**SER**	**SWR**	**WCR**	**WR**
ER	**LLH**	20.9		10.4	8.5								2.0			
ECoR	**MCS**	1.8				1.8										
NR	**JUDW**	17.7					14.9	0.7		2.1						
NFR	**DBRT**	2.8							2.8							
SR	**PER/C**	2.4									2.4					
SCR	**LLGD**	1.9										1.9				
SWR	**MYS**	7.4												3.4	4.0	
WR	**PL**	14.1	0.6													13.5
IR	**G.Total**	**69.0**	**0.6**	**10.4**	**8.5**	**1.8**	**14.9**	**0.7**	**2.8**	**2.1**	**2.4**	**1.9**	**2.0**	**3.4**	**4.0**	**13.5**

MLR 2015-16 (ON ANNUAL BASIS)

Rly.	W/ shop		CR	ER	ECR	ECoR	NR	NCR	NER	NFR	NWR	SR	SCR	SER	SECR	SWR	WR	WCR	TOTAL YLY.
CR	PR	NAC	72												10	60	60		**202**
NCR	JHS	NAC					10	20	10										**40**
WCR	BPL	NAC		60	108	60	60		48	24	24	84	50	60		24		24	**626**
WCR	BPL	AC	5	6	5	5	10	1	5	1	1	6	5	3	1	5	6	1	**66**
	TOTAL		**77**	**66**	**113**	**65**	**80**	**21**	**63**	**25**	**25**	**90**	**55**	**63**	**11**	**89**	**66**	**25**	**934**

POH PROGRAMME 2015-16

BG DE Locos (Annual Basis)

Rly.	Parel			Jamalpur			Charbagh			Golden Rock			Kharagpur			Ajmer			Total		
	POH	SR/IOH	Total	POH	SR/IOH	Total	POH	SR/IOH	Total	POH	SR/IOH	Total	POH	SR/IOH	Total	POH	SR/IOH	Total	POH	SR/IOH	Total
CR	14	1	**15**			**0**			**0**			**0**			**0**			**0**	**14**	**1**	**15**
ER			**0**	39	5	**44**			**0**			**0**			**0**			**0**	**39**	**5**	**44**
ECR			**0**	23	9	**32**			**0**			**0**			**0**			**0**	**23**	**9**	**32**
ECOR			**0**			**0**			**0**			**0**	20	0	**20**			**0**	**20**	**0**	**20**
NR			**0**			**0**	59	38	**97**			**0**			**0**			**0**	**59**	**38**	**97**
NER			**0**			**0**	11	0	**11**			**0**			**0**			**0**	**11**	**0**	**11**
NFR			**0**			**0**			**0**			**0**	11	4	**15**			**0**	**11**	**4**	**15**
NCR			**0**			**0**			**0**			**0**			**0**	12	1	**13**	**12**	**1**	**13**
NWR			**0**			**0**			**0**			**0**			**0**	3	1	**4**	**3**	**1**	**4**
SR			**0**			**0**			**0**	26	7	**33**			**0**			**0**	**26**	**7**	**33**
SCR			**0**			**0**			**0**	36	0	**36**			**0**			**0**	**36**	**0**	**36**
SER			**0**			**0**			**0**			**0**	54	4	**58**			**0**	**54**	**4**	**58**
SWR			**0**			**0**			**0**	5	0	**5**			**0**			**0**	**5**	**0**	**5**
SECR			**0**			**0**			**0**	14	0	**14**			**0**			**0**	**14**	**0**	**14**
WR	53	0	**53**			**0**			**0**			**0**			**0**			**0**	**53**	**0**	**53**
WCR	12	2	**14**			**0**			**0**	12	2	**14**			**0**	12	1	**13**	**36**	**5**	**41**
Total	79	3	**82**	62	14	**76**	70	38	**108**	93	9	**102**	85	8	**93**	27	3	**30**	**416**	**75**	**491**

POH PLAN 2015-16

DEMU + SPART/SPARMV (ANNUAL BASIS)

RLY.	KPA	CB	PWP/L	All(L)	NBQ	LLGD	KGP	TOTAL
ER	50							50
ECR	49							49
NR		207						207
NCR		13						13
NER		2						2
NFR					37			37
NWR				42				42
SR			64					64
SCR						128		128
SER							14	14
SECR		14	14					28
SWR			20					20
WR				73				73
WCR				2				2
IR	99	236	98	117	37	128	14	729

POH PLAN 2015-16

EMUs/MEMUs (ANNUAL BASIS)

RLY	MTN	KPA	LGDS	TPTY	KGP	DHD	MX	TOTAL
CR	1038						60	1098
ER		1983						1983
ECR		185						185
SCR			51	75				126
SER					243			243
SECR					77			77
WR						131	684	815
Total	1038	2168	51	75	320	131	744	4527

POH PROGRAMME 2015-16			
MG COACH (ANNUAL BASIS)			
	NWR	NER	Total
ECR		72	**72**
NER		275	**275**
NWR	86		**86**
WR	243		**243**
Total	**329**	**347**	**676**

POH PROGRAMME 2015-16			
MG DE LOCOMOTIVES (ANNUAL BASIS)			
Rly.	IZN	GOC	TOTAL
ECR	7		7
NER	4		4
NWR	6		6
SR		1	1
IR	17	1	18