GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2009/RSF/649/2/RP-II/RWF New Delhi, dt. 15 .07.09

The Chief Mechanical Engineer,
Rail Wheel Factory, Bangalore – 560 064.

The Controller of Stores,
All India Railways & P/Units.

Sub:- Minutes of the Quarterly WTA Meeting for the planning of items for the period II/2009-10 (July - September,09).

Minutes of quarterly WTA meeting for the period II/2009-10 (July - September, 09) held with the representatives of RWF and Zonal Railways/PUs in Rail Bhawan, New Delhi on 08.07.09 is enclosed.

Please ensure that the statement of requirements of WTA items for the Quarter III/2009-10 (October - December ,09) should reach this office latest by 15.09.09 positively. The exact date and venue of the meeting would be advised later on. These minutes are also available at Indian Railway's website www.indianrailways.gov.in.

(Hindi version will follow.)

Encl.:- As above.

(Sanjeev Misra)
Director, Railway Stores (F)
Railway Board.

Copy of the Minutes of the meeting together with allocation statement is forwarded for information and necessary action please.

1. The Chief Mechanical Engineers, All India Railways and Production Units.
2. The Comptroller & Auditor General of India, Room No.222, Rail Bhawan, New Delhi.
3. M/s Jessop & Co. Ltd., 21 & 22, Jessore Road, Kolkata – 700 028.
4. M/s Bharat Earth Movers Ltd., "BEML SOUDHA", 23/1, 4th Main, S.R. Nagar, Bangalore-560 027.
5. M/s Titagarh Wagons Ltd.,113, Park Street, Kolkata – 700 016.

6. AM(RS), AM(ME), EDRS(P), EDME(Chg.), EDME (Tr.), EDEE(RS), DME(PU), DME(P)-!, DEE/G, DRS(W), DF(S)-1 and RS(WTA) Branches of Railway Board.
7. CWM, Eastern Railway, Kancharapara.

MINUTES OF RWF

MINUTES OF THE QUARTERLY WTA MEETING HELD WITH REPRESENTATIVES OF RWF/BANGALORE AND M/s SAIL/DSP ON 8.7.2009 AT RAILWAY BOARD FOR PLANNING THE REQUIREMENT OF WTA ITEMS FOR QUARTER JULY-SEPT'09.

EDRS(P) welcomed the representatives of Zonal Railways/Production Units, Rail Wheel Factory, Bangalore and Steel Authority of India Ltd to the quarterly WTA meeting.

EDRS(P) stated that due to the declining trend of Coaching wheel consumption, Indian Railway has now confronted with a scenario of surplus and is thus unable to utilise the full capacity of both RWF and DSP. He however hoped that with the budget announcement of 18,000 wagons for 2009-10, the capacity of RWF would be fully utilised by the end of the 2nd quarter. He urged DSP to show urgency in developing the other wheels like EMU, LHB, ABB Loco and GM Loco so that DSP gets sufficient orders to make up for the less allocation being given for BG Coaching wheels during the recent quarters. He hoped that the less allocation given to DSP would provide right impetus to them to expedite their development efforts of the above special wheels. Delay on the part of DSP to develop EMU Wheels has forced IR to look at other option viz trying cast wheels for EMUs, regarding DSP's performance in the first quarter he stated that against a total planning of 15849 wheels, only 10545 wheels were supplied which was much below their installed capacity. Similarly on the axle front, against a planning of 3233 axles only 1352 axles were supplied by DSP. EDRS(P) stated that in this era of e-procurement, e-billing etc., it was really frustrating to contact DSP to know the dispatch particulars of WTA items. He once again requested SAIL/DSP to expedite setting up of their website so that real time monitoring of WTA dispatches could be done.

Regarding RWF, EDRS(P) stated that owing to annual maintenance shutdown of both their Wheel & Axle plants their performance was slightly affected. Against an allotment of 31620 wheels, 4738 axles and 19454 wheelsets, RWF was able to supply 19322 wheels, 2322 axles and 9828 wheelsets. He stated that Board expects that MSF, Ischapore's capacity to fully exploited by RWF. IR expects a supply rate of 1000 axles every month from MSF if the wagon production target of 18000 wagons is to be achieved. He urged RWF to remove all the bottlenecks in this regard by constant interaction with MSF. Southern Railway and Eastern Railway were advised that allotment of wheelsets for BLC wagons manufacture at the JMP and GOC should be done only in the WTA meeting and they should project their requirement at this meeting to enable optimisation of the available production capacity of RWF. He urged RWF to expedite the usage of the imported axles which is held up due to some correspondence between RWF and RITES.

AM(RS) - He expressed surprise at DSP's failure to enhance their production capacity despite modernisation of their wheel press more than 2 decades ago. He urged DSP to diversify quickly as they cannot survive for long in a protective environment without producing as per the customer's requirement. He stated that if Cast EMU wheels produced by RWF are found successful in the trials then there will be no scope of loading DSP further. He complimented RWF for having done well in the last quarter despite some shortfall on the axle front due to maintenance shutdown. He hoped that RWF will further improve their performance in the current quarter. He also expressed surprise at the fall in the demand of the Railways as far as Coaching and Wagon wheels were concerned. Railways and PU's should critically review the requirements of WTA items at COS / CMM level so that only rational demand is projected by the Railways and AAC revised accordingly.

Adv(ME) clarified that since the life of Coaching wheel life has increased from 6 yrs to 7.5 years, hence for 40,000 coaches the AAC may work out to about 40,000 instead 65000 projected at present.

AM(PU) – Regarding the apprehension that RWF would be producing more wheels and inventory build-up, he stated that 2800 wagons were produced this quarter and about 15000 wagons were likely to be produced during the year. He hoped that despite the loss of production of 2700 wheelsets and corresponding no of axles due to the shutdown. RWF will be able to pull up and produce more in the remaining 3 qtrs. Regarding DSP he stated that unless LHB and EMU wheels are developed, there is no scope of survival for DSP. 100 EMU Cast wheels developed by RWF had been put on trial and if found successful would be a further setback to DSP if quick steps are not taken to develop these wheels by DSP.

Adv. ME(W) - Board has given a target of 1500 wagons under RSP to workshops. In addition there is a target of 1080 BLC wagons for JMP and GOC. The capacity utilisation in the first quarter has only been 44 % for RSP and about 50% for BLC wagons. In all the workshops there are some supply related issues pertaining to Railway Board or local supply items. He requested all the five COSs who are concerned with wagon production intract with concerned CMEs and work out an action plan to expedite wagon production. Unless quick action is taken now, the wagon production capacity would be irretrievably lost. In case of SR there is a problem of Steel Plates (16 mm and 12 mm). In case of SWR there is delay in supply of springs. The tender floated by SWR should be finalized expeditiously. In ER there is problem of bogies. SWR should give bogies to Jessop to enable them turn out BVZI wagons, which is a very critical wagon. Once the Chappra wheel plant also commences production in July'2010, all the three plants would be under loaded. So RWF should also look for exports option.

EDRS(S) - In the last Contract Coaching wheelset was a brought out. In the last quarter the requirement was 144 wheelsets which has already been delivered. In this quarter there is no requirement.

CME/RWF - He expressed confidence of achieving the target set by the Board for wheel discs including wheels for wheelsets. To enable this he requested Board to modify the production programme slightly by including BLC, loose wheels etc. in place of MG coaching wheels. He stated that if Board deems it fit, RWF can revive their plan to make Loco wheels and supplies of 1000 nos. can be completed by the end of the financial year.

The current year's production programme does not indicate loose BOX'N axles. However if any Railway is facing serious difficulty for BOX'N axles the same can be supplied to them. He assured that the requirement of wheelsets for Production units including BEML would be met. CME/RWF informed that RWF had sent 50 EMU wheelsets made of Cast steel to SR for trials. RWF's discussion with MSF regarding supply of forged axles has been positive but MSF has not given commitment to supply more than 800-1000 axles per month. Although an order has been placed by RWF, the supplies are yet to materialise. In the overall scenario as adequate axles for wheelsets are not being planned RWF is contemplating import of finished BOX'N axles through Global tenders. EDRS(P) however, advised that this being a Railway Board procured item, they should not start parallel procurement. RWF will shortly complete the supply of 2160 BLC wheelsets to CONCOR. Incidentally CONCOR is the only agency which is asking RWF for wheelsets. Presently they have requested for 3800 wheelsets. This matter is under consideration and RWF have given their offer to them.

COS/RWF – Requested COSs to personally monitor the scrap sent to RWF as there was a shortfall of 14% as compared to the previous quarter. The quantities as well as the rate at which the scrap will be supplied has also been sought from the Railways so that necessary allocation could be made in the Budget. During June only 10 containers of scrap have been given for collection from Jagadhari. Probably this may be due to the fact that they are yet to introduce the Open Top containers for movement of HMS. Till such time CONCOR takes over supply of scrap fully, RWF will require Board's assistance for movement of scrap by the traditional means.

For despatch of finished products RWF faces problem of road permits from the Railways especially from the wagon builders. If wagon builders are having adequate quantity of wheelsets in their inventory, they simply don't give the road permits. He requested EDRS(S) for assistance in this regard.

He further informed that RWF is constantly in touch with MSF and RWF is trying to get about 1000 axles per month from MSF. Regarding exploring the possibility of exports, COS/RWF stated that export price is linked to the rate at which scrap is made available. It is seen that all Railways had increased the rate of scrap to the maximum rate of the last 3 auctions / the book average rate. This makes RWF wheels costlier. He also requested Board for early finalisation of Steel Bloom tender.

DGM(Incharge), W&AP/DSP – Due to shutdown in the first quarter allotted production could not be achieved. He expressed confidence of developing EMU wheels also. DSP has already floated a Limited Tender to be opened on 31st of July'09 with DP of 6 months for purchasing the technology of EMU wheels. Parallely he hoped to find other ways to go about the EMU wheels on urgent basis. He assured IR of supplying EMU wheels. He stated that the quality of wheels supplied by DSP was very good and was established with the help of Railways. Their wheels have undergone TTCI testing in Jan'09 and found to be of international standard.

The position regarding supplies made by RWF during the previous quarter i.e. April - June, 2009 was discussed. The same is tabulated as under:-

SUPPLIES DURING APRIL - JUNE, 2009

No.	Item	Quantity Planned (April - June, 2009)	Actual Supplies (April - June, 2009)	Variation (-) excess (+) shortfall	Total Supplies from April - June, 09
A	**LOOSE WHEELS**				
(i)	BOX 'N' Wheels W/WL-4764/R	28250	16183	12067	16183
(ii)	MG Chg. Wheels MG/T-0-1-004 (W/WL-770/R) (WAP-W-031)	250	0	250	0
(iii)	BG Chg. Wheels W/WL-1660/R	2500	2533	-33	2533
(iv)	BG Loco Wheels W/WL-4984/R	0	0	0	0
(v)	MG Loco Wheels W/WL-4955/R	0	0	0	0
(vi)	840 mm dia wheels for CONCOR	620	606	14	606
	TOTAL WHEELS	**31620**	**19322**	**12298**	**19322**

B	**LOOSE AXLES**				
(i)	Nos.	4738	2322	2416	2322
(ii)	Equated Box 'N' Units	6836	3463	3373	3463
C	**WHEELSETS**				
(i)	16T BG Chg. Wheelsets using cast wheels of WAP	1044	563	481	563
(ii)	Wheelsets for BVZI	410	100	310	100
(iii)	Wagon Builders	18000	9165	8835	9165
(iv)	840 mm dia wheelsets				

	TOTALWHEELSETS	**19454**	**9828**	**9626**	**9828**

The detailed supply position (Railway wise/Consignee wise) is given in the enclosed Annexure-I.

The item-wise planning for July - September, 2009 is shown in Annexure - II.

				ANNEXURE - I	
Position regarding quantities planned vis a - vis actual supplies made by RWF/Bangalore during the Ist Quarter (April - June), 2009.					
S.NOS.	**DRAWING & DESCRIPTION**	**RLY./CONSIGNEE**	**QTY. PLANNED (APRIL - JUNE, 09)**	**QTY. SUPPLIED (APRIL - JUNE, 09)**	**VARIATION (-) EXCESS (+) SHORTFALL**
	WHEELS				
1	Wheel disc. BOX 'N' Type to Drg. No. W/WL-4764/R (WAP/SK/M-155)	ER/LLH/JMP/HLR	4000	2395	1605
		NR/JUDW	1560	561	999
		NCR/JHS	4500	2000	2500
		NFR/NBQ	960	132	828
		NWR/AII	880	297	583
		SCR/RYPS	3900	1485	2415
		SER/KGP	4700	4678	22
		SECR/R	4340	1900	2440
		SWR/UBL	560	528	32
		WR/DHD	1860	1287	573
		WCR/KTT	990	920	70
		Total	**28250**	**16183**	**12067**
2	BG Chg. Wheels to Drg. No.W/WL-1660/R	SR/CW/PER/GOC	500	504	-4
		SWR/AP/UBL	500	481	19
		ICF	1500	1548	-48
		Total	**2500**	**2533**	**-33**
3	840 dia wheel for CONCOR	CR/MTN	140	126	14
		NR/JUDW	480	480	0
		Total	**620**	**606**	**14**
4	MG Chg. Wheels to Drg. No. MG/T-0-1-004 (W/WL-770/R) (WAP-W-031)	SR/GOC	150	0	150
		WR/BVP	100	0	100
		Total	**250**	**0**	**250**
	TOTAL WHEELS		**31620**	**19322**	**12298**
	AXLES				
1	BG DSL Loco Axles to Drg. No. W/WL-4973/R (WAP/SK/MA-245)	CR/PR	18	14	4
		ER/JMP	24	0	24
		NWR/AII	20	20	0
		SR/GOC	24	21	3
		SER/BNDM	26	0	26
		WR/DHD	42	38	4

		Total	**154**	**93**	**61**
2	Axle for WDG-2 A (Axle RT (with light wt. 5002 FZ) to Drg. No. TPL-5868	DLW	200	209	**-9**
		SR/GOC	24	20	**4**
		WR/DHD	8	6	**2**
		Total	**232**	**235**	**-3**
3	Axle rough turned for WAP-4 Locos to Drg. No. 03/02/11/55	CLW	130	84	46
		Total	**130**	**84**	**46**
4	Axle rough for WDM-2C ro Drg. No.TPL-2585	DLW	54	57	-3
		Total	**54**	**57**	**-3**
5	Axle driving rough turned for WDM-2C Locos to Drg. No.D/WL-5058/R Alt. NIL	DMW	250	249	1
		CR/PR	6	5	1
		ER/JMP	8	0	8
		NWR/AII	9	0	9
		Total	**273**	**254**	**19**
6	Axles for WAG-9 & WAP-7 (Rough machined) to CLW's Drg. No.1209-01-011-002	CLW	195	0	195
		CR/BSL	8	0	8
		ER/KPA	6	0	6
		Total	**209**	**0**	**209**
7	Axles rough for WDG-4 to EMS-804 Drg. No.D/WL-5061/R	DLW	375	230	145
		Total	**375**	**230**	**145**
8	Axle rough GM Loco to EMD Pt. No.40077315 (Geared) & DLW Part No.17230019	SWR/UBL/AP	18	0	18
		WR/DHD	6	0	6
		Total	**24**	**0**	**24**
9	Axle rough machined for WDG-2, WDG-3A, WDM-3D Locos to Drg. No. TPL-6292	NWR/AII	9	0	9
		SWR/AP	6	0	6
		DMW	60	60	0
		Total	**75**	**60**	**15**
10	Axle rough	CR/BSL	18	19	-1

	machined for WDG-2 & WAG-7 to DRg. No.06/2/11/2	ER/KPA	12	0	12
		NCR/CNB	6	0	6
		SER/KGP	17	0	17
		CLW	195	114	81
		Total	**248**	**133**	**115**
11	Axle rough for WDP-4 locos to Drg. No. WDG-4/PS/22 GM Pt. No.40088369	NFR/NBQ	3	0	3
		SWR/AP	10	0	10
		Total	**13**	**0**	**13**
12	Axle (3 phase) for WAP-5 Lco to CLW Drg. No.1210-01-311-025	CR/BSL	4	0	4
		CLW	35	0	35
		Total	**39**	**0**	**39**
13	Axle driving rough turned for WDG-2 Loco to Drg. No. TPL-5004	NWR/AII	9	0	9
		Total	**9**	**0**	**9**
14	Axle driving for DSL, WDM2, WDM3 & WDS6 Loco to Drg. No. TPL-0593 (Wider Horn)	NWR/AII	9	0	9
		SWR/UBL	3	0	3
		Total	**12**	**0**	**12**
15	Axle rough turned for 140T Crane CR/808	ER/JMP	30	0	30
		Total	**30**	**0**	**30**
16	X Class Loco Axle to Drg. No.L/WL/2D/X	SR/GOC	4	0	4
		Total	**4**	**0**	**4**
17	Axle rough machined for TAO-659 Hitachi type wheelset to Drg. No. SKEL-4516	CR/BSL	112	38	74
		NR/GZB	100	0	100
		SR/Arakkonam	100	0	100
		Total	**312**	**38**	**274**
	TOTAL AXLES (1) TO (14) IN NOS.		**2193**	**1184**	**1009**
	TOTAL AXLES IN EQUATED NOS. (X by 1.9)=		**4167**	**2250**	**1917**

18	BG EMU MTR Coach Axles to Drg. No. DC/EMU-M-0-1-005	SER/KGP	12	0	12
		Titagarh	12	0	12
		BEML	36	29	7
		Total	**60**	**29**	**31**
19	Axle for AC Motor Coach to Drg. No.EMU/MC-1-025	ER/HLR	34	29	5
		WR/PL	78	37	41
		Total	**112**	**66**	**46**
20	EMU Motor Coach Axles to Drg. No.AC/DC-EMU/B-02-002 Alt. A/2 item 1 (WAP's Drg. No. WAP-A-087)	ICF	300	197	103
		WR/MX	50	29	21
		Total	**350**	**226**	**124**
21	EMU Axle to Drg. No.DC/EMU/M/01/005	CR/MTN	30	29	1
		Total	**30**	**29**	**1**
22	Axle rough turned for MEMU Motor Coach to Drg. No.EMU/M-8-1-025	SCR/TPTY	10	0	10
		Total	**10**	**0**	**10**
23	Axle for MEMU/DMC to Drg. No.EMU/M-0-1-025 Alt. 'a'	RCF/CB on RCF A/C	50	29	21
		SCR/TPTY	10	0	10
		Total	**60**	**29**	**31**
	TOTAL EMU AXLES IN NOS.		**622**	**379**	**243**
	TOTAL EMU AXLES IN EQUATED NOS. (X by 1.2)=		**746**	**455**	**292**
24	EMU Axles for Trailor Coaches to Drg. No. AC/DC/EMU/02/204-001 00/RWF-A-157	ICF	300	131	169
		Titagarh	24	0	24
		BEML	72	0	72
		SCR/LGD	10	0	10
		Total	**406**	**131**	**275**
25	BG MEMU TC Axles to Drg. No. WTAC3-0-2-303 Alt.1	RCF	60	0	60
		NR/CB	25	0	
		SCR/BZA	4	0	
		Total	**89**	**0**	**89**

26	YDM-4 Loco Axles to Drg. No.D/WL-4984	NER/IZN	10	0	
		SR/LW/PER/GOC	24	0	
		Total	**34**	**0**	**34**
27	Axle for Box 'N'/BCN wagon to Drg. No.WD-92039/S-1 Item-1, Alt.2	WR/DHD	100	0	100
		WCR/KTT	110	0	110
		Total	**210**	**0**	**210**
28	Axles for BOX'N' to Drg. No.W/WL-89025/SL-2	ER/JMP/LLH	105	0	105
		SR/CW/PER	50	0	50
		SCR/RYPS	75	0	75
		SER/KGP	15	0	15
		SECR/R	48	0	48
		SWR/UBL	45	25	20
		Total	**338**	**25**	**313**
29	Axle rough turned for MG/DMU/DPC Bogie to Drg. No.MG/EMU/M-0-1-012 Alt.	RCF	50	0	50
		Total	**50**	**0**	**50**
30	MG ICFAxles to Drg. No.MG/T-02-017	WR/BVP	22	60	-38
		Total	**22**	**60**	**-38**
31	Powered axles single and double engine version to BEML part No.901-81003	SCR/LGD	8	0	8
		Total	**8**	**0**	**8**
32	Non-powered axles single and double engine version to BEML part No.902-81004	SCR/LGD	8	0	8
		Total	**8**	**0**	**8**
33	Axles for LHB	**RCF**	40	32	8

	coaches to Drg. No.LW 02104	**ER/LLH**	44	32	12
		WR/PL	24	24	0
		Total	**108**	**88**	**20**
34	BG Coaching Axles to Drg. No.WTAC-3-02-303	ICF	400	245	155
		NWR/JU	50	42	8
		SR/CW/PER	100	84	16
		SCR/TPTY	100	84	16
		Total	**650**	**455**	**195**
	TOTAL AXLES S.NOS. 18 to 27 IN NOS.		**1923**	**759**	**1164**
	GRAND TOTAL AXLES IN NOS.=		**4738**	**2322**	**2416**
	GRAND TOTAL AXLES IN EQUATED UNITS =		**6836**	**3463**	**3373**
	WHEELSETS				
1	16T BG CHG.Wheelsets	RCF	900	419	481
		BEML	144	144	0
		Total	**1044**	**563**	**481**
2	BOX 'N' Wheelsets	Wagon Builders	18000	9165	8835
		Total	**18000**	**9165**	**8835**
3	Wheelsets for BVZI	SECR	100	100	0
		SWR/UBL	180	0	180
		JESSOP	130	0	130
		Total	**410**	**100**	**310**
	TOTAL WHEELSETS		**19454**	**9828**	**9626**

				ANNEXURE - II	
Allocation sheet for supply of WTA items for the IInd quarter i.e. July - September, 2009 on RWF/Bangalore.					
S.NOS.	**DRAWING & DESCRIPTION**	**RLYS./PUs**	**QTY. PLANNED (JULY - SEPT.), 2009**	**Consignee**	**Remarks**
	WHEELS				
1	Wheel disc. BOX 'N' Type to Drg. No. W/WL-4764/R (WAP/SK/M-155)	ER	1500	JMP	
		NR	1000	JUDW	
		NCR	1500	JHS	
		NFR	500	NBQ	
		SR	500	CW/PER	
		SCR	1500	RYPS	
		SER	1050	KGP	
		SECR	500	R	
		WR	2339	DHD	
		WCR	800	KTT	
		Total	**11189**		
2	BG Chg. Wheels to Drg. No.W/WL-1660/R	SR	1275	800-CW/PER 475-GOC	
		SCR	800	TPTY	
		SER	335	KGP	
		SECR	300	R	
		SWR	740	440-UBL 300-AP	
		WCR	850	BPL	
		ICF	1500		
		Total	**5800**		
3	MG Chg. Wheels to Drg. No.W/WL-770/R (WAP-W-031)				**No planning was done as per the decision of AM(PU)**
		Total	**0**		
4	840 dia Wheels for CONCOR	WR	200	DHD	
		Total	**200**		
	TOTAL WHEELS		**17189**		
	AXLES				
	-				
1	BG DSL Loco Axles to Drg. No. W/WL-4973/R (WAP/SK/MA-245)	CR	24	PR	
		ER	105	JMP	
		NFR	5	NBQ	
		NWR	10	AII	

		SR	30	GOC	
		SER	33	KGP	
		WR	56	DHD	
		Total	**263**		
2	Axle for WDG-2 A (Axle RT (with light wt. 5002 FZ) to Drg. No. TPL-5868	CR	18	PR	
		WR	18	DHD	
		Total	**36**		
3	Axle driving rough turned for WDM-2C Locos to Drg. No. D/WL-5058/R Alt. NIL	DMW	250		
		ER	8	JMP	
		NWR	9	AII	
		Total	**267**		
4	Axle rough machined for WDG-2, WDG-3A, WDM-3D Locos to Drg. No. TPL-6292	ER	4	JMP	
		NWR	9	AII	
		SWR	6	UBL	
		DMW	69		
		Total	**88**		
5	Axle rough machined for WDG-2 & WAG-7 to Drg. No.06/2/11/2	CR	18	BSL	
		ER	18	KPA	
		NCR	18	CNB	
		SER	14	KGP	
		CLW	300		
		BHEL	151		
		Total	**519**		
6	Axle rough for WDP-4 locos to Drg. No.WDG-4/PS/22 GM Pt. No.40088369	SWR	10	UBL	
		Total	**10**		
7	Axles for WAG-9 & WAP-7 (Rough machined) to CLW's Drg. No. 1209-01-011-002 Alt.	CLW	200		
		CR	8	BSL	
		Total	**208**		
8	Axles rough for WDG-4 to EMS-804 Drg. No. D/WL-5061/R	DLW	300		
		Total	**300**		

9	Axle rough GM Loco to EMD Pt. No.40077315 (Geared) & DLW Part No.17230019	SWR	18	UBL	
		WR	6	DHD	
		Total	**24**		
10	Axle (3 phase) for WAP-5 Loco to CLW Drg. No.1210-01-311-025	CLW	16		
		Total	**16**		
11	Axle driving for BG DSL, WDM2, WDM3 & WDS6 Loco to Drg. No. TPL-0593 (Wider Horn)	NWR	5	AII	
		SWR	3	UBL	
		Total	**8**		
12	Axle driving rough turned for WDG-2 Loco to Drg. No.TPL-5004	NWR	5	AII	
		Total	**5**		
13	X Class Loco Axle to Drg. No.L/WL/2D/X	SR	4	GOC	
		Total	**4**		
14	Axle rough machined for TAO-659 Hitachi type wheelset to Drg. No. SKEL-4516	CR	36	BSL	
		SER	36	KGP	
		Total	**72**		
	TOTAL AXLES (1) TO (14) IN NOS.		**1820**		
	TOTAL AXLES IN EQUATED NOS. (X by 1.9)=		**3458**		
15	BG EMU MTR Coach Axles to Drg. No. DC/EMU-M-0-1-005	NR	10	GZB	
		SER	6	KGP	
		Titagarh	12	KGP	**Drg. No.AC/DC/EMU/B-0-2-002 Alt.'d' To be confirmed by DEE/G**
		BEML	60	MYSS	**-do-**
		Total	**88**		
16	Axle for MEMU/DMC	RCF	36	KXH	

	to Drg. No.EMU/M-0-1-025 Alt. 'a'	SCR	18	TPTY	
		Total	**54**		
17	EMU Axles for Motor Coaches to Drg. No. AC/DC/EMU/B-02-002 Alt. A/2 item 1 (WAP-A-087)	ICF	300		
		WR	48	MX	
		Total	**348**		
18	Axle for AC Motor Coach to Drg. No. EMU/MC-1-025	ER	36	HLR	
		WR	36	PL	
		Total	**72**		
19	Axle rough turned for MEMU Motor Coach to Drg. No.EMU/M-8-1-025	SCR	10	LGD	
		Total	**10**		
	TOTAL EMU AXLES IN NOS.		**572**		
	TOTAL EMU AXLES IN EQUATED NOS. (X by 1.2)=		**686**		
20	BG EMU Axle to Drg. No.W/WL-4784/R	SR	30	CW/PER	
		Total	**30**		
21	EMU Axles for Trailor Coaches to Drg. No. AC/DC/EMU/02/204-001 00/RWF-A-157	ICF	600		
		Titagarh	24	KGP	**Drg. No.AC/DC/EMU/B2 0-2-204 alt.'e' Drg. to be confirmed by DEE/G, Rly. Bd.**
		BEML	120	MYSS	**- do -**
		SCR	10	LGD	
		Total	**754**		
22	Axle rough turned for trailer coahes to Drg. No.MRB-0-1-002	ICF	26		
		Total	**26**		

23	BG MEMU TC Axles to Drg. No. WTAC3-0-2-303 Alt.F	RCF	100	KXH	
		NR	18	CB	
		SCR	4	RYPS	
		Total	**122**		
24	YDM-4 Loco to Drg. No. D/WL-4984	NER	10	IZN	
		NFR	5	NBQ	
		SR	24	LW/PER	
		Total	**39**		
25	Axle for Box 'N'/BCN wagon ro Drg. No.WD-92039/S-1 Item-1, Alt.2	WR	98	DHD	**To be collected by Railways from CR/Parel**
		WCR	50	KTT	
		Total	**148**		
26	Axles for BOX'N" to Drg. No.W/WL-4901/R WD-89025/SL-2	SR	50	CW/PER	
		SCR	50	RYPS	
		SECR	50	R	
		Total	**150**		
27	Axle rough turned for MG/DMU/DPC Bogie to Drg. No.MG/EMU/M-0-1-012 Alt.	RCF	50	KXH	
		Total	**50**		
28	MG ICF Chg. Axles to Drg. No. MG/T-02-017	NER	50	IZN	
		Total	**50**		
29	20T powered axles for DHMU/DPC as per ICF Drg. No.DHMU/DPC/0-2-001 item KPC 733-804-01-50 alt. (A)	SCR	0		**CME/RWF advised that axles cannot be manufactured by RWF.**
		Total	**0**		
30	Powered axles single and double engine version to BEML part No.901-81003	SCR	8	LGD	
		Total	**8**		
31	Non-Powered axles	SCR	8	LGD	

	single and double engine version to BEML part No.902-81004	**Total**	**8**		
32	Axles for LHB Coaches to Drg. No.LW 02104	RCF	150	KXH	
		ER	33	LLH	
		Total	**183**		
	TOTAL AXLES S.NOS. 20 to 32 IN NOS.		**1568**		
	GRAND TOTAL AXLES IN NOS.=		**3960**		
	GRAND TOTAL AXLES IN EQUATED UNITS =		**5712**		
	WHEELSETS				
1	16T BG CHG.Wheelsets	RCF	1000		
		Total	**1000**		
2	BOX 'N' Wheelsets	Wagon Builders	12000		**Consignee to be advised by DRS(W)**
		SCR	75	RYPS	
		Total	**12075**		
3	Wheelsets for Cast Steel Bogie of BLC Wagon to Drg. No CONTR-9404-S/12 Alt.3	ER	20	Naihati (NH)	**Against PB RSP Item No. 949/08-09.**
		NR	80	TKD	
		NCR	60	GMC/CNB	
		SR	20	Tonderpet (TNPM)	
		WR	60	SBI	
		Total	**240**		
4	Wheelsets for BVZI	NR	360	ASR	
		SWR	240	UBL	
		Total	**600**		
	TOTAL WHEELSETS		**13675**		

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAILWAY BOARD

No. 2009/RSF/649/2/RP-II/DSP New Delhi, dt .15.07.09

1. M/s Steel Authority of India Ltd.,
   Central Marketing Organisation,
   S&RM Division,
   Ispat Bhawan,
   40-Jawahar Lal Nehru Marg,
   Kolkata – 700 071.

2 The Controller of Stores,
   All India Railways & P/Units.

Sub:- Minutes of the Quarterly WTA Meeting for the planning of WTA items for
the period II/2009-10 (July - September,09).

Minutes of quarterly WTA meeting for the period II/2009-10 (July - September,09) held with the representatives of M/s SAIL/DSP and Zonal Railways/PUs in Rail Bhawan, New Delhi on 08.07.09 is enclosed.

Please ensure that the statement of requirements of WTA items for the Quarter III/2009-10 (October - December, 09) should reach this office latest by 15.09.09 positively. The exact date and venue of the meeting would be advised later on. These minutes are also available at Indian Railway's website www.indianrailways.gov.in.

(Hindi version will follow.)

Encl.:- As above.

(Sanjeev Misra)
Director, Railway Stores (F)
Railway Board.

Copy of the Minutes of the meeting together with allocation statement is forwarded for information and necessary action please.

1. The Chief Mechanical Engineers, All Indian Railways/Production Units.
2. The Comptroller & Auditor General of India, Room No.222, Rail Bhawan, New Delhi.
3. GM (Mills), M/s SAIL/DSP, Durgapur – 713203.
4. The Chief Marketing, M/s SAIL, Commercial Directorate, 13th Floor, Hindustan Times Building, 10-20 K.G. Marg, New Delhi.

5. Shri Vinay Kumar, AGM, M/s SAIL/DSP, SCOPE MINAR (20th floor), North Block, Laxmi Nagar District Centre, Delhi – 110 092.
6. GM(I), M/s RITES (ER), Quality Assurance Division, Central Station Building (Metro), 56, CR Avenue, 3rd Floor, Kolkata – 700 012.
7. S.I.E(M) Incharge, Inspection Wing, M/s RITES c/o DSP, Durgapur-713203.
8. AM/RS, AM/ME, OSD/PU, EDRS(P), EDEE(RS), DME(PU), DME(P)-I, DRS(W) & RS(WTA) Branch.

DSP MINUTES

MINUTES OF THE QUARTERLY WTA MEETING HELD WITH REPRESENTATIVES OF DSP ON 8.7.09 IN RAIL BHAWAN, NEW DELHI FOR PLANNING THE REQUIREMENT OF WTA ITEMS FOR THE QUARTER JULY - SEPTEMBER, 2009.

EDRS(P) welcomed the representatives of Zonal Railways/Production Units, Rail Wheel Factory, Bangalore and Steel Authority of India Ltd to the quarterly WTA meeting.

EDRS(P) stated that due to the declining trend of Coaching wheel consumption, Indian Railway has now confronted with a scenario of surplus and is thus unable to utilise the full capacity of both RWF and DSP. He however hoped that with the budget announcement of 18,000 wagons for 2009-10, the capacity of RWF would be fully utilised by the end of the 2nd quarter. He urged DSP to show urgency in developing the other wheels like EMU, LHB, ABB Loco and GM Loco so that DSP gets sufficient orders to make up for the less allocation being given for BG Coaching wheels during the recent quarters. He hoped that the less allocation given to DSP would provide right impetus to them to expedite their development efforts of the above special wheels. Delay on the part of DSP to develop EMU Wheels has forced IR to look at other option viz trying cast wheels for EMUs, regarding DSP's performance in the first quarter he stated that against a total planning of 15849 wheels, only 10545 wheels were supplied which was much below their installed capacity. Similarly on the axle front, against a planning of 3233 axles only 1352 axles were supplied by DSP. EDRS(P) stated that in this era of e-procurement, e-billing etc., it was really frustrating to contact DSP to know the dispatch particulars of WTA items. He once again requested SAIL/DSP to expedite setting up of their website so that real time monitoring of WTA dispatches could be done.

Regarding RWF, EDRS(P) stated that owing to annual maintenance shutdown of both their Wheel & Axle plants their performance was slightly affected. Against an allotment of 31620 wheels, 4738 axles and 19454 wheelsets, RWF was able to supply 19322 wheels, 2322 axles and 9828 wheelsets. He stated that Board expects that MSF, Ischapore's capacity to fully exploited by RWF. IR expects a supply rate of 1000 axles every month from MSF if the wagon production target of 18000 wagons is to be achieved. He urged RWF to remove all the bottlenecks in this regard by constant interaction with MSF. Southern Railway and Eastern Railway were advised that allotment of wheelsets for BLC wagons manufacture at the JMP and GOC should be done only in the WTA meeting and they should project their requirement at this meeting to enable optimisation of the available production capacity of RWF. He urged RWF to expedite the usage of the imported axles which is held up due to some correspondence between RWF and RITES.

AM(RS) - He expressed surprise at DSP's failure to enhance their production capacity despite modernisation of their wheel press more than 2 decades ago. He urged DSP to diversify quickly as they cannot survive for long in a protective environment without producing as per the customer's requirement. He stated that if Cast EMU wheels

produced by RWF are found successful in the trials then there will be no scope of loading DSP further. He complimented RWF for having done well in the last quarter despite some shortfall on the axle front due to maintenance shutdown. He hoped that RWF will further improve their performance in the current quarter. He also expressed surprise at the fall in the demand of the Railways as far as Coaching and Wagon wheels were concerned. Railways and PU's should critically review the requirements of WTA items at COS / CMM level so that only rational demand is projected by the Railways and AAC revised accordingly.

Adv(ME) clarified that since the life of Coaching wheel life has increased from 6 yrs to 7.5 years, hence for 40,000 coaches the AAC may work out to about 40,000 instead 65000 projected at present.

AM(PU) – Regarding the apprehension that RWF would be producing more wheels and inventory build-up, he stated that 2800 wagons were produced this quarter and about 15000 wagons were likely to be produced during the year. He hoped that despite the loss of production of 2700 wheelsets and corresponding no of axles due to the shutdown. RWF will be able to pull up and produce more in the remaining 3 qtrs. Regarding DSP he stated that unless LHB and EMU wheels are developed, there is no scope of survival for DSP. 100 EMU Cast wheels developed by RWF had been put on trial and if found successful would be a further setback to DSP if quick steps are not taken to develop these wheels by DSP.

Adv. ME(W) - Board has given a target of 1500 wagons under RSP to workshops. In addition there is a target of 1080 BLC wagons for JMP and GOC. The capacity utilisation in the first quarter has only been 44 % for RSP and about 50% for BLC wagons. In all the workshops there are some supply related issues pertaining to Railway Board or local supply items. He requested all the five COSs who are concerned with wagon production intract with concerned CMEs and work out an action plan to expedite wagon production. Unless quick action is taken now, the wagon production capacity would be irretrievably lost. In case of SR there is a problem of Steel Plates (16 mm and 12 mm). In case of SWR there is delay in supply of springs. The tender floated by SWR should be finalized expeditiously. In ER there is problem of bogies. SWR should give bogies to Jessop to enable them turn out BVZI wagons, which is a very critical wagon. Once the Chappra wheel plant also commences production in July'2010, all the three plants would be under loaded. So RWF should also look for exports option.

EDRS(S) - In the last Contract Coaching wheelset was a brought out. In the last quarter the requirement was 144 wheelsets which has already been delivered. In this quarter there is no requirement.

CME/RWF - He expressed confidence of achieving the target set by the Board for wheel discs including wheels for wheelsets. To enable this he requested Board to modify the production programme slightly by including BLC, loose wheels etc. in place of MG coaching wheels. He stated that if Board deems it fit, RWF can revive their plan to make Loco wheels and supplies of 1000 nos. can be completed by the end of the financial year.

The current year's production programme does not indicate loose BOX'N axles. However if any Railway is facing serious difficulty for BOX'N axles the same can be supplied to them. He assured that the requirement of wheelsets for Production units including BEML would be met. CME/RWF informed that RWF had sent 50 EMU wheelsets made of Cast steel to SR for trials. RWF's discussion with MSF regarding supply of forged axles has been positive but MSF has not given commitment to supply more than 800-1000 axles per month. Although an order has been placed by RWF, the supplies are yet to materialise. In the overall scenario as adequate axles for wheelsets are not being planned RWF is contemplating import of finished BOX'N axles through Global tenders. EDRS(P) however, advised that this being a Railway Board procured item, they should not start parallel procurement. RWF will shortly complete the supply of 2160 BLC wheelsets to CONCOR. Incidentally CONCOR is the only agency which is asking RWF for wheelsets. Presently they have requested for 3800 wheelsets. This matter is under consideration and RWF have given their offer to them.

COS/RWF – Requested COSs to personally monitor the scrap sent to RWF as there was a shortfall of 14% as compared to the previous quarter. The quantities as well as the rate at which the scrap will be supplied has also been sought from the Railways so that necessary allocation could be made in the Budget. During June only 10 containers of scrap have been given for collection from Jagadhari. Probably this may be due to the fact that they are yet to introduce the Open Top containers for movement of HMS. Till such time CONCOR takes over supply of scrap fully, RWF will require Board's assistance for movement of scrap by the traditional means.

For despatch of finished products RWF faces problem of road permits from the Railways especially from the wagon builders. If wagon builders are having adequate quantity of wheelsets in their inventory, they simply don't give the road permits. He requested EDRS(S) for assistance in this regard.

He further informed that RWF is constantly in touch with MSF and RWF is trying to get about 1000 axles per month from MSF. Regarding exploring the possibility of exports, COS/RWF stated that export price is linked to the rate at which scrap is made available. It is seen that all Railways had increased the rate of scrap to the maximum rate of the last 3 auctions / the book average rate. This makes RWF wheels costlier. He also requested Board for early finalisation of Steel Bloom tender.

DGM(Incharge), W&AP/DSP – Due to shutdown in the first quarter allotted production could not be achieved. He expressed confidence of developing EMU wheels also. DSP has already floated a Limited Tender to be opened on 31st of July'09 with DP of 6 months for purchasing the technology of EMU wheels. Parallely he hoped to find other ways to go about the EMU wheels on urgent basis. He assured IR of supplying EMU wheels. He stated that the quality of wheels supplied by DSP was very good and was established with the help of Railways. Their wheels have undergone TTCI testing in Jan'09 and found to be of international standard.

The position regarding supplies made by DSP during the previous quarter i.e. April - June, 2009 was discussed. The same is tabulated as under:-

SUPPLIES DURING APRIL - JUNE, 2009

S.No.	Item	Quantity Planned (April - June, 2009)	Actual Supplies (April - June, 2009)	Variation (-) excess (+) shortfall	Total Supplies from April – June, 2009
A	**ASSEMBLED WHEELSETS**				
(i)	16T BG Coaching Wheelsets	400	162	238	162
B	**LOOSE WHEELS**				
(i)	BG Chg. Wheels W/WL-1660/R	6600	5382	1218	5382
(ii)	BG Loco Wheels W/WL-4948/R	7400	4077	3323	4077
(iii)	BG Loco Wheels "S" Shaped	580	452	128	452
(iv)	MG Loco Wheels W/WL-4955/R	469	198	271	198
	TOTAL WHEELS	**15049**	**10109**	**4940**	**10109**
C	**LOOSE AXLES**				
(i)	16T BG Coaching Axles WTAC-3-02-303	1710	580	1130	580

(ii)	Axles forgings (heat treated and tempered but without machining)	1123	610	513	610
	TOTAL AXLES	**2833**	**1190**	**1643**	**1190**

The detailed supply position (Railway wise/Consignee wise) is given in the enclosed Annexure-I.

The item-wise planning for July - September, 2009 is shown in Annexure - II.

				ANNEXURE - I	
Position regarding quantities planned vis a - vis actual supplies made by M/s SAIL/DSP during the Ist Quarter (April - June), 2009.					
S.NOS.	**DRAWING & DESCRIPTION**	**RLY./CONSIGNEE**	**QTY. PLANNED (APRIL - JUNE, 09)**	**QTY. SUPPLIED (APRIL - JUNE, 09)**	**VARIATION (-) EXCESS (+) SHORTFALL**
	AXLES				
1	BG Chg. Axles to Drg. No. WTAC-3-02-303	CR/MTN	100	0	100
		ER/LLH	200	43	157
		Eco.R/MCS	60	44	16
		NR/AMV	50	0	50
		NER/GKP	200	41	159
		NWR/JU	50	0	50
		SR/CW/PER	100	43	57
		SCR/LGD	100	43	57
		SER/KGP	50	0	50
		SWR/AP	100	43	57
		WR/PL	100	0	100
		WCR/BPL	100	69	31
		ICF	500	254	246
		TOTAL	**1710**	**580**	**1130**
2	Axles forgings (heat treated and tempered but without machining).	CR/PR (on MTN A/C)	29	29	0
		ER/LLH	100	100	0
		NER/GKP	100	100	0
		NFR/NBQ	40	40	0
		NWR/AII	50	45	5
		SR/CW/PER	200	192	8
		SCR/LGD	29	29	0
		WCR/BPL	75	75	0
		RWF	500	0	500
		TOTAL	**1123**	**610**	**513**
		TOTAL AXLES	**2833**	**1190**	**1643**
	WHEELS				
	-				
1	BG Chg. Wheels to Drg. No.W/WL-1660/R	CR/MTN	900	731	169
		ER/LLH	220	212	8
		Eco.R/MCS	450	419	31
		NR/JUDW/AMV/ASR	1575	949	626
		NFR/NBQ	155	132	23
		NWR/JU/AII	775	722	53
		SR/LW/PER/CW/PER/GOC	775	702	73

		SER/KGP	900	780	120
		WCR/BPL	850	735	115
		TOTAL	**6600**	**5382**	**1218**
2	BG Loco Wheels /DSL Mono Block Rough machined WDM2, WDM3 and WAG5 to Drg. No. W/WL-4948/R	CR/BSL/PR	1240	552	688
		ER/KPA/JMP	990	449	541
		NR/ASR	300	129	171
		NCR/CNB	120	0	120
		NWR/AII	200	56	144
		SR/GOC/LW/PER	440	415	25
		SCR/RYPS/TPTY	330	311	19
		SER/KGP/Tatanagar/BNDM	1250	699	551
		SECR/R	120	110	10
		SWR/AP	110	64	46
		WR/DHD	600	513	87
		CLW	500	0	500
		DLW	600	280	320
		DMW	600	499	101
		TOTAL	**7400**	**4077**	**3323**
3	BG Loco Wheels "S" Shaped	SWR/UBL	120	120	0
		NFR/NBQ	100	98	2
		DLW	360	234	126
		TOTAL	**580**	**452**	**128**
4	MG Loco Wheels to Drg. No.W/WL-4955/R	NER/IZN	300	71	229
		NFR/NBQ	100	88	12
		SR/GOC	24	0	24
		WR/SBI	45	39	6
		TOTAL	**469**	**198**	**271**
		TOTAL WHEELS	**15049**	**10109**	**4940**
	WHEELSETS				
1	16T BG Coaching Wheelsets	RCF	400	162	238
		TOTAL	**400**	**162**	**238**

				ANNEXURE - II	
Allocation sheet for supply of WTA items for the IInd quarter i.e. July - September, 2009 on M/s SAIL/DSP.					
S.NOS.	**DRAWING & DESCRIPTION**	**RLYS./PUs**	**QTY. PLANNED (JULY - SEPT.), 2009**	**Consignee**	**Remarks**
	AXLES				
1	BG Chg. Axles to Drg. No. WTAC-3-02-303	ER	100	LLH	
		Eco.R	90	MCS	
		NER	50	GKP	
		NWR	50	AII	
		SR	50	LW/PER	
		SCR	50	TPTY	
		SER	78	KGP	
		SECR	50	R	
		SWR	50	AP	
		WR	50	PL	
		ICF	1000		
		RCF	250		
		TOTAL	**1868**		
2	Axles forgings (heat treated and tempered but without machining). From the Purchase Order of BG Coaching axles.	CR	75	MTN	
		ER	200	LLH	
		NR	50	AMV	
		NER	100	GKP	
		NFR	50	NBQ	
		SR	100	GOC	
		SCR	50	LGD	
		SECR	50	R	
		WR	100	PL	
		WCR	30	BPL	
		TOTAL	**805**		
	TOTAL AXLES		**2673**		
	WHEELS				
1	BG Chg. Wheels to Drg. No.W/WL-1660/R	CR	1050	900-MTN 150-PR	
		ER	990	880-LLH 110-HLR	
		Eco.R	450	MCS	
		NR	600	500-JUDW 100-ASR	
		NFR	480	300-DBRT 180-NBQ	
		SER	195	KGP	

		NWR	620	465-AII 155-JU	
		WCR	150	BPL	
		RCF	500		
		TOTAL	**5035**		
2	MG Loco Wheels to Drg. No.W/WL-4955/R	NER	200	IZN	
		NWR	50	AII	
		SR	24	GOC	
		WR	45	SBI	
		TOTAL	**319**		
3	BG Loco Wheels /DSL Mono Block Rough machined WDM2, WDM3 and WAG5 to Drg. No. W/WL-4948/R	CR	1000	600-BSL 440-PR	
		ER	800	500-JMP 300-KPA	
		NR	500	400-CB 100-ASR	
		NCR	200	CNB	
		NWR	200	150-AII 50-JU	
		SR	330	220-LW/PER 110-GOC	
		SCR	200	100-RYPS 100-TPTY	
		SER	1000	800-KGP 200-Tatanagar	
		SECR	100	R	
		SWR	100	AP	
		WR	800	DHD	
		CLW	900		
		DLW	800		
		DMW	750		
		BHEL	250		
		TOTAL	**7930**		
	TOTAL WHEELS		**13284**		
	WHEELSETS				
1	Complete Wheelsets (Forged)	RCF	300		
		TOTAL	**300**		