Government of India  
Ministry of Railways  
Railway Board

No. 2005/M(N)/951/49  
Dated: Dec 6, 2012

The Chief Mechanical Engineers  
All Zonal Railways

Sub: Increase in Hot Axle cases

Railway Board in their recent meeting have expressed concern over the increase in hot axle cases this year compared to last year and have directed that immediate corrective measures should be taken to arrest the trend.

The following directed measures need to be taken to reduce hot axles:

1. All cases of hot axles should be investigated immediately and a detailed report should be sent to RDSO on case-to-case basis. Hot axle reports should be sent expeditiously by Workshops and Divisions as per the RDSO proforma.

2. The subject of CTRB maintenance and action to be taken for reducing hot axles was discussed in detail in the meeting held in Railway Board on 27-28 September, 2012, which was attended by all CRSE/Freight and CWMs of major Wagon workshops. The follow-up action taken by workshops and divisions on the decisions taken in this meeting may kindly be reviewed at HQs level.

3. RDSO has circulated recommended CTRB maintenance practices for POH, ROH & yard examination of freight stock vide ED(Wagon)/RDSO letter no. MW.RB.Genl dated 29.10.12. The implementation of these instructions may kindly be cross-checked through Internal Quality audits by officers.

4. Expeditious action should be taken by workshops and ROH depots on the observations made during the quality audits organised by RDSO’s QA Directorate. Reports of the quality audits are available on RDSO’s website.

5. RDSO has placed analysis of reported hot axles on their railnet website. Workshops can get a feedback of CTRB failures from the same. Each workshop may kindly be given an internal target for reduction of the CTRB failures attributable to them. The workshop officers who are in charge of CTRB section may kindly be made responsible for achieving these internal targets.

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6. Workshops having higher cases of hot axles per unit of POH outturn should benchmark their performance with the Workshops having the least figures. Officers, supervisors and staff of workshops should visit sister workshops having better performance than theirs so that best practices maybe adopted.

7. Axle box feeling being done immediately on arrival of the goods train in the yard should be intensified as per RDSO’s letter no. MW.RB.Genl dated 21/11/2012.

8. Recommended CTRB maintenance practices should be exhibited close to the maintenance points through boards, charts, posters etc.

9. The estimated annual requirement of new CTRBs, cups and cones may be reviewed to ensure that they are fixed realistically.

10. Staff may be encouraged to suggest measures for prevention of hot boxes as well as for early detection of hot boxes on running trains.

Action taken by Railways to reduce hot axles may kindly be reported through MCDOs for kind information of Board(MM).

(Ashesh Agrawal)
Executive Director Mech. Engg.(Fr.)
Railway Board

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1. Sr.PPS/MM for kind information of MM
2. AM(ME), AM(PU) – for kind information
3. EDS(W)/RDSO, Lucknow