The Principal Chief Mechanical Engineers,
All Zonal Railways and MCF, ICF, RCF, RWF

CAO/COFMOW, New Delhi
CAO/Bela, Chhapra
CAO/WPO/Patna
CAO/IROAF, New Delhi

ED(Carriage), ED(QA),
ED(Wagon), ED(PS&EMU),
ED/Motive Power,
RDSO, Lucknow

PCME/ DLW/ Varanasi
PCME/ CLW/ Chittaranjan
PCME/ DMW/ Patiala
PCME, Konkan Railway, Navi Mumbai

ED(CAMTECH), Gwalior

Director/IRIMEE, Jamalpur

Sr. Professor(Mech.)/NAIR/Vadodara

Sub: CME Conference – July, 2018

Enclosed please find herewith agenda items for PCME’s Conference to be held at New Delhi on 23rd and 24th July, 2018.

It is requested to kindly make it convenient to attend the meeting as per the schedule advised earlier.

DA: As above.

(Vivek Mohan)
Dir. Mech. Engg. (Frt.)
Railway Board.
AGENDA ITEMS FOR PCME CONFERENCE TO BE HELD ON 23RD AND 24TH JULY 2018 AT VIGYAN BHAWAN, NEW DELHI

1. MECHANICAL (Coaching)

1. Reliability of LHB coaches Items specially in reference to:
   a) Wheel disc
   b) Brake disc
   c) WSP
   d) Wheel shelling
   e) Control Arm
   f) Spring breakage

2. Status of following critical Items:
   a) Implementation of project Utkrisht
   b) Ferule joint conversion in LHB
   c) Cut-in date for Air suspension-PUs
   d) Progress of Bulk RSP
   e) Status of ACWP in all coaching depots
   f) Provision of Pit Wheel Lathe in major/medium coaching depots
   g) Status of quick watering arrangements
   h) Status for preparedness of LHB maintenance
   i) Maintenance of Electronic equipment in coaches
   j) Rolling in infrastructure including Rolling in cameras
   k) Use of CMM and performance of Zonal Railway

3. Zonal Railway performance with reference to:
   a) Punctuality loss
   b) En-route coach detachment
   c) Ineffective of coaching stock

2. ELECTRICAL (Coaching)

1  Performance of punctuality loss cases of AC/TL coaches during April’18 to June’18.
2  Progress of HOG compliant coaches.
3  Progress of retrofitment of LED lights in coaches.
4  Progress of provision of mobile charging points in coaches.
5  Washing/cleaning and water filling in all MEMU trains enroute/stabling points.
6  Manufacturing of fully air conditioned EMU rakes for Mumbai suburban.
7  Partial Air conditioning of EMU rake for Mumbai suburban.
8  Introduction of underslung power car in commercial service.
9  Performance of punctuality loss cases of AC/TL coaches during April’18 to June’18.
10 Progress of HOG compliant coaches.
11 Progress of retro fitment of LED lights in coaches.
12 Progress of provision of mobile charging points in coaches.
12 Progress of provision of mobile charging points in coaches.
13 Washing/cleaning and water filling in all MEMU trains enroute/stabling points.
14 Manufacturing of fully air conditioned EMU rakes for Mumbai suburban.
15 Partial Air conditioning of EMU rake for Mumbai suburban.
16 Introduction of underslung power car in commercial service.

3. **EnHM**

1. Housekeeping contracts

1.1 Progress of implementation of new SBD : contracts awarded, tenders opened and estimates prepared.

1.2 Resolution of minimum wages issue.

2. Linen

2.1 Laundry : 100% coverage in this year.

2.2 Specifications of blankets revised with increased washing frequency and reduction in life (Ref: 2016/EnHM/26/13, dated 08.03.2018). Status of procurement with new specs.


3.1 Coverage of OBHS – list of excluded trains with reasons.

3.2 'Coach Mitra' for OBHS trains.

3.2.1 Extension of 'Coach Mitra' to non-OBHS trains.

4. Proper monitoring of complaints received regarding cleanliness in trains, stations: Board’s letter No. 2017/EnHM/18/11 dated 28.05.18.

5. Green ratings of PUs, Workshops, stations / buildings / offices.

4. **FREIGHT**

1. Analysis of CTRB failures.
   (a). Presentation by RDSO on Salient findings in the Analysis of Online CTRB Setouts & quality audits of workshops

2. Instructions have been issued by RB to all Zonal Railways in Mar,2017 to send hot axle involved wheel sets to nominated workshops which will investigate & send reports to RDSO. ZRs may bring out the hot axle cases investigated in workshops.

3. Status of introduction of WD 70 Couplers,& Dropping of Couplers & Draft gears during POH : Consumption of the must change items vis a vis the actual requirement

\[\text{Vimik} \]
\[16/07/18\]
7. Review of progress of RSP Items related to Freight.
8. Monitoring of Warranty replacement cases of Draft Gear & Coupler Items

5. PRODUCTION UNITS

1. Production performance of PUs during 2018-19

<table>
<thead>
<tr>
<th>PRODUCTION UNITS</th>
<th>2017-18</th>
<th></th>
<th>2018-19</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TARGET</td>
<td>Actual</td>
<td>Targets</td>
<td>Actual</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>June'2018</td>
</tr>
<tr>
<td><strong>CLW</strong> (Including Dankuni)</td>
<td>325</td>
<td>350</td>
<td>340</td>
<td>68</td>
</tr>
<tr>
<td><strong>DLW</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diesel Locos (Incl. NRC)</td>
<td>290</td>
<td>296</td>
<td>122</td>
<td>42</td>
</tr>
<tr>
<td>Electric Locos</td>
<td>25</td>
<td>25</td>
<td>173</td>
<td>6</td>
</tr>
<tr>
<td><strong>ICF</strong></td>
<td>2364</td>
<td>2397</td>
<td>2919</td>
<td>687</td>
</tr>
<tr>
<td><strong>RCF</strong></td>
<td>1435</td>
<td>1251</td>
<td>1340</td>
<td>307</td>
</tr>
<tr>
<td><strong>MCF</strong></td>
<td>760</td>
<td>711</td>
<td>1200</td>
<td>248</td>
</tr>
<tr>
<td><strong>HALDIA (DMU)</strong></td>
<td>100</td>
<td>85</td>
<td>30</td>
<td>15</td>
</tr>
<tr>
<td><strong>DMW</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Loco Rebuilding</td>
<td>111</td>
<td>118</td>
<td>50</td>
<td>27</td>
</tr>
<tr>
<td>Elect. Loco Manufacturing</td>
<td>2</td>
<td>2</td>
<td>60</td>
<td>0</td>
</tr>
<tr>
<td><strong>RWF</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheels</td>
<td>108500</td>
<td>121121</td>
<td>160000</td>
<td>35096</td>
</tr>
<tr>
<td>Axles (In units)</td>
<td>70838</td>
<td>72027</td>
<td>70825</td>
<td>17679</td>
</tr>
<tr>
<td><strong>RWP</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wheels</td>
<td>22500</td>
<td>13880</td>
<td>25000</td>
<td>4806</td>
</tr>
</tbody>
</table>

- All efforts should be made by PUs to achieve the targets in 2018-19.
- PUs should also make efforts for turning of power cars as per target. Efforts should, therefore, be made to step up the production of Power cars to make good the shortfall and ensure

\[\text{Date: 16/07/18}\]
• PUs should also make efforts for turning of power cars as per target. Efforts should, therefore, be made to step up the production of Power cars to make good the shortfall and ensure the coaches are dispatched in rake form to the extent possible. The Production Programme provides adequate flexibility (footnote No. 4) to manufacture conventional LWLRRMs in case of difficulty in series manufacture of Under slung SLR/SLRD. The production of power cars to be given high priority.

• MCF & ICF to indicate the possibility of turning out LHB pantry cars and RCF to maximize the production of LHB pantry cars during 2018-19 as per the target of 75 pantry cars.

• Coaches which actually leave the factory should be considered as an outturn and same may please be reported as outturn by PUs.

• PUs to ensure taking of outturn of Rolling Stock which actually leave the PU gate and strictly avoid advance credits.

2. Turn out of coaches in Rake Form: All coach manufacturing units have been repeatedly advised to turn out coaches in rake form. Turning out of coaches by PUs not in rake form is causing problem in running of planned trains by Traffic Dte. PUs to plan for turning out coaches in rake form only.

3. Quality of Coach Production Units

A number of references have been received about the poor quality of coaches turned out by PUs like breakage of helical springs, Bogie cracks in ICF design coaches, vibration in ACCN coaches, poor quality of PVC flooring in toilets and deformation of upper berths including metal frame in newly built coaches. PUs to review their quality system and ensure proper quality of coaches being turned out by them.

4. Release of Conventional Coach Material from RCF and ICF:
Consequent upon switching over to LHB Production in RCF and ICF, lot of Conventional Coach Material is lying as surplus and is under process of disposal to end users. All Zonal Railways may avail of their opportunity.

5. Certifications

• IMS (OHSAS- 18001, ISO-9001,ISO-14001) : All PUs certified
• ISO-50001(Energy Management) : All PUs certified
• NABAL(National Accreditation Board for Testing and Calibration Laboratories) : RCF, ICF, RWP,CLW,DMW and DLW certified other PUs is in the process
6. WORKSHOPS

1. QUALITY

1) Quality practices: Railways were advised to direct workshops to follow certain quality practices in workshops, which included replacement of complete headstock module instead of part(s), calibration of welding transformers etc. vide letter no. 2017/M(W)/814/13 dated 19/01/2017. The compliance has not been received from CR, ECR, NR, NFR, SR, SER, and WR.

2) Quality Parameters: Local passing and sick marking of coach/wagon is a major quality parameter which needs attention as they reflect the POH standards being maintained by workshops. Local passing of the coach/wagon from the workshop after required repairs is not permitted.

These parameters for coach and wagon (for 2017-18) indicating the IR average and workshops where the figure is more than IR average are:

➤ Coaching Stock

a) Local passing of Coaches (as % of coaches offered to NTXR for inspection) -
   IR (2.4%) – MCS (4.7%), NBQS (8.5%), PER/C (4.1%), MYSS (7.2%), KGP (18.6%)

b) Sick marking of Coaches within 100 days of POH (as % of coaches POHed in previous 3 months) -
   IR (0.9%) – LLH (2.1%), HRT (1.5%), MCS (1.9%), GKP (1.6%), NGP (2.3%), MYSS (1.4%), PER/C (1.3%), PER/L (1.1%), JU (1.1%), All (1.1%)

➤ Freight Stock

a) Local passing of Wagons (as % of wagons offered to NTXR for inspection) -
   IR (2.4%) – NBQS (67.8%), PER/C (4.9%)

b) Sick marking of Wagons within 90 days of POH (as % of wagons POHed in previous 3 months) -
   IR (1.5%) – JUDW (2%), JHS (3%), BKN (2.1%), KGP (1.7%), DHD (1.9%)

3) ISO 3834 Certification: Workshops were instructed to achieve ISO 3834 certification (welding quality). Though most of the workshops have achieved this certification, but the issue of the quality standards in the workshops still remains a point of concern. Railways to confirm the improvement in quality and productivity. Recent audit of workshops has revealed that the welding quality in core areas is of sub-standard quality, which may be because of poor quality of welding material / faulty procedure / under-utilization of ‘A’ category welders. Railways to respond.

4) Centre of Excellence: Railways were instructed to commission one centre of excellence in each workshop. The workshops where the work is not
complete should expedite and other areas be identified and commissioned in the all workshops during current 2018. Railways to confirm.

2. **CORROSION REPAIR**

Corrosion repair hours during overhauling of coaches are increasing. It was advised to carry detailed analysis of cases where more than 500 hours are involved. In cases, where the corrosion man-hours during last 3 consecutive POH are less than 1000 hours, coaches should be inspected by Dy. CME. Coaches older than 10 years should be inspected by AWMs. CO₂ welding should be preferred for corrosion repair activities. These instructions were issued vide letter no. 2017/M(W)/814/13 dated 19/01/2017. The compliance from CR, ECR, NR, NER, NFR, SR, SER, and WR is still awaited.

3. **PAINT**

Painting of the rolling stock – in terms of application process and quality of paint - needs further improvement. During inspections, it has been observed that manual painting by hand, sometimes even without brushes, is being done. The quality of paint, so achieved, leaves much to be desired and this is also hazardous to the staff. Recommended practices like use of Paint Booth and use of other equipments for application of paint (including safety of workmen) are also not being implemented. Railways to respond.

4. **MUST CHANGE ITEMS**

RDSO has issued a check list of 21 *must change items* during POH of wagons in the workshops. During the month of March 2018, NCO has reported that JMP, JHS, NBQS, RW and KTT workshops are not complying.

5. **COACH WHEEL TURNING PROFILE**

Wheel turning performed in workshops has to be as per standard profiles diagrams issued by RDSO. However, certain workshops, viz. KPA, AMV, JUDW, IZN, DBRT, and NGP are not turning wheels using all the standardized profiles (25, 26, 27, 28 mm).

6. **COACH/WAGON HOLDING IN THE WORKSHOP/YARD**

Holding of coach/wagon inside the workshop premises/yard (more than 30 days) has been found to be very high. In some cases, it is even more than 20% of the monthly target of POH of the workshop. Sincere efforts need to be made to avoid this.

Also, it has been observed that the wagons are badly damaged in sidings resulting in high cost of repairs in forms of material, loss of man hours and berthing capacity. Necessary action should be initiated by Zonal Railways against the culprit sidings.

\[\text{Signature:} \quad 16/02/18\]
7. FOCUS ON NMG & CAMPING COACH

An allotment of 540 nos. of NMG Coach conversion was distributed among CR, NR, NER, SR, and SWR during 2017-18. NR, SR and SWR are yet to complete the work. NER has been allotted 40 coaches for conversion during 2018-19.

An allotment of 433 nos. of Camping Coach conversion was distributed all zones. CR, ER, NFR SWR & WR have together converted 22 coaches so far.

The progress in NMG and Camping Coaches conversion needs improvement.

8. USE OF PPEs: Provision of Personnel Protective Equipments (PPEs) to staff working in the workshops to be ensured. Railways to confirm.

9. Reporting of data to Railway Board: The progress of the workshop outturn and other data should be updated in the MCDO Portal by 5th of every month positively.

   Sick marking of coaches within 100 days of POH in the territory of the railway, every month, irrespective of the shop where the stock was last POHed, cause-wise as per the format should be reported by 5th of the next month.

10. Corrosion Repairs on LHB Coaches & their MLR planning

11. Outcome of Centres of Excellence & Quality Certifications – SCR & WR to make presentations.

7. TRACTION

1. Progress in relation to fitment and retro-fitment of FIBA device in all DEMU Coaches of 1600 HP.

2. Progress in relation to trail of 1600 HP DEMU for speed potential upto 110 kmph.

8. M&P

Utilisation of Funds in 2017-18 under Plan Head 41

Against the fund allotment of Rs. 650.99 crore under PH-41 for 2017-18, the expenditure was Rs. 368.67 crore (56.63% of BG) only. This is the least expenditure in the last 5 years.

The Railways with less expenditure are: RWF (18.6%), WCR (34.1%), WR (34.5%), DMW (36.1%), RCF (38.1%), CLW(38.7%), SER (41.9%), ICF (42.6%), NR (50.2%) and NCR (52.34%).

Reasons for less utilization of Funds to be elaborated.

\[ \frac{1}{16} 04 \text{ K} \]
Reasons for less utilization of Funds to be elaborated.

For 2018-19 Budget Grant under plan head 41 is Rs. 650 Crore. Expenditure in first 3 months is Rs. 110.65 Crore which is only 17% of the allotted funds.

Month wise expenditure plan to be prepared by all Zonal Railways/PUUs and 100% expenditure should be ensured.

Throw Forward for M&P

As on 01.04.2018, the throw forward for M&P is more than Rs. 2200 Crore. (Excluding Rs. 722 Cr sanctions of current year 2018-19) The maximum Throw-forward is of RWF-490 Cr, NR-170 Cr, NCR-169 Cr, SR-133 Cr, ER-105 Cr, RCF-102 Cr.

To reduce this throw forward, Railways/PUUs need to critically examine their pending sanctions and get the machines procured in next 1-2 years or drop the sanctions if not required. A list of machines to be submitted in this regard. Indents for M&P sanctioned in 2018-19 to be submitted to COFMOW by 31.07.2018

Issues concerning COFMOW

1. **Machines awaiting commissioning for more than six months.**

As on 01.07.2018, 23 machines (10 M/cs are being used, however commissioning has not been advised) valued over Rs. 25 lakh each have not been commissioned even after more than six months of supply. Details are attached as Annexure. COFMOW and the concerned Railways to advise action plan in this regard.

2. **Machines Site Not Ready.**

Supply of 23 machines are awaiting in various Railways due to non availability of site. List attached as Annexure. It must be ensured that site is available before the indent is placed and in complete readiness before the machine is dispatched by the supplier. A certificate to this effect should be sent with the indent.

3. **Delay in commissioning of Machines.**
   - Zonal Railways/PUUs to present detailed position for each machine awaiting commissioning for more than 6 months.
   - Railways/PUUs should take necessary action to get them commissioned at the earliest. Commissioning of any machine should not be delayed for more than 06 months on any account after receipt.

**Maintenance of M&P**
- A list of Important Machines which are out of order for more than one month should be submitted with reasons thereof.
- Machines should be utilized to their fullest capacity.
Knowledge Centers:

i. Knowledge Centers of Mill Wright have been set up in Zones to assist in maintenance of machines and to develop in-house expertise in maintenance. These should be maintained and utilized fully.

ii. It is appreciable that 'Centralized Squads' for comprehensive maintenance and out of course repairs of M&P have been developed at Divisional Head Quarters in Zonal Railways. These squads are well trained to undertake mechanical, electrical and electronic repairs. These squads should be maintained and utilized fully. Railways which are yet to develop the squads should develop at the earliest.

Information required from Railways.

Railways should furnish the Allocation wise expenditure details separately for COFMOW and COS under PH-41 on 1st day of every month to Railway Board.

Disaster management:

i. Zonal Railways were to conduct tabletop exercises. Details and number of tabletop exercises conducted with NDRF may be presented.

ii. All Zonal Railways to confirm that they have dedicated team for ART/ARME/Cranes along with extra drivers for cranes.

iii. With the increase in the no. of SPARMEs the issue of drivers for SPARMEs and policies required may be discussed. It is suggested that dedicated drivers as in the case of Tower wagons may be adopted.

iv. In view of HLC recommendation (S.No-2), SPART should be deployed @ one SPART/division .However there are Railways wherein, one division is having more than one SPART and on the other hand, another division having no SPART. Concerned Railways to address this anomaly.

v. As per revised Production Programme, ICF to manufacture 17 nos SPART in the year 2018-19. ICF to discuss the preparedness.

Manufacturing and Maintenance of Cranes:

i. CR & ER may discuss the issues related to AMC of SLJ and engines.

ii. JMP was given target to manufacture 16 nos. of 140T BD cranes. JMP has to expedite manufacturing of cranes.

iii. In view of decision taken for closure of Parel Workshop, the work of POH & MLR of 140 T BD Cowan Sheldon Crane has to be relocated to JMP Workshop. CR & ER to discuss the action plan and preparedness. Likewise, for SPART/SPARME, CR& NWR to discuss the action plan & preparedness.

iv. Use of Crane portal (developed by JMP and PR) for all important issues by crane users. At latest position, only 38 crane sites are using portal out of 58 crane sites. All users shall have connectivity and use the portal for their day to day issues for seamless communication with JMP. Consignee to discuss preparedness of remaining crane portal.
v. Spares of Crane are long lead items. For emergencies in open line, ER and CR require to create "Hot Spares" to assist the Crane maintaining depots. ER & CR to discuss the status of indents & P.Os against RSP 2017-18.

9. DEVELOPMENT

1. Project of Bio-toilet in coaches:

1.1 Target to complete the retro-fitment in all coaches by March 2019:

1.1.1 The position of ground balance and coverage of bio-tanks available for ICF coaches as on 10.07.2018 is as below:

Coverage (Cvrg.) & Ground Balance (GB) position

<table>
<thead>
<tr>
<th>In COACH units</th>
<th>ZRs</th>
<th>CR</th>
<th>EC</th>
<th>ER</th>
<th>NC</th>
<th>NE</th>
<th>NF</th>
<th>NR</th>
<th>NW</th>
<th>SC</th>
<th>SEC</th>
<th>SE</th>
<th>SR</th>
<th>SW</th>
<th>WC</th>
<th>WR</th>
<th>IR</th>
</tr>
</thead>
<tbody>
<tr>
<td>GB</td>
<td>57</td>
<td>65</td>
<td>125</td>
<td>190</td>
<td>160</td>
<td>157</td>
<td>72</td>
<td>130</td>
<td>20</td>
<td>46</td>
<td>21</td>
<td>145</td>
<td>74</td>
<td>89</td>
<td>18</td>
<td>110</td>
<td>1479</td>
</tr>
<tr>
<td>Cvrg</td>
<td>0</td>
<td>0</td>
<td>54</td>
<td>36</td>
<td>41</td>
<td>198</td>
<td>256</td>
<td>111</td>
<td>69</td>
<td>160</td>
<td>143</td>
<td>82</td>
<td>539</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1669</td>
</tr>
<tr>
<td>TTL</td>
<td>57</td>
<td>65</td>
<td>179</td>
<td>226</td>
<td>201</td>
<td>355</td>
<td>328</td>
<td>241</td>
<td>89</td>
<td>206</td>
<td>164</td>
<td>227</td>
<td>613</td>
<td>89</td>
<td>18</td>
<td>110</td>
<td>3168</td>
</tr>
</tbody>
</table>

Coaches due as per census As on 1st April 2018

<table>
<thead>
<tr>
<th>In COACH units</th>
<th>Type</th>
<th>CR</th>
<th>EC</th>
<th>ER</th>
<th>NC</th>
<th>NE</th>
<th>NF</th>
<th>NR</th>
<th>NW</th>
<th>SC</th>
<th>SEC</th>
<th>SE</th>
<th>SR</th>
<th>SW</th>
<th>WC</th>
<th>WR</th>
<th>IR</th>
</tr>
</thead>
<tbody>
<tr>
<td>ICF</td>
<td>1304</td>
<td>0</td>
<td>540</td>
<td>809</td>
<td>366</td>
<td>496</td>
<td>127</td>
<td>640</td>
<td>167</td>
<td>30</td>
<td>43</td>
<td>9</td>
<td>344</td>
<td>238</td>
<td>0</td>
<td>151</td>
<td>1160</td>
</tr>
<tr>
<td>LHB</td>
<td>209</td>
<td>0</td>
<td>286</td>
<td>432</td>
<td>26</td>
<td>120</td>
<td>169</td>
<td>613</td>
<td>78</td>
<td>10</td>
<td>82</td>
<td>8</td>
<td>149</td>
<td>156</td>
<td>173</td>
<td>0</td>
<td>529</td>
</tr>
<tr>
<td>Total</td>
<td>151</td>
<td>0</td>
<td>826</td>
<td>124</td>
<td>392</td>
<td>616</td>
<td>143</td>
<td>9</td>
<td>125</td>
<td>175</td>
<td>40</td>
<td>52</td>
<td>182</td>
<td>2</td>
<td>500</td>
<td>411</td>
<td>0</td>
</tr>
</tbody>
</table>

1.1.2 Based on the tables above and considering monthly rate of retro-fitment of different ZRs, SER has to increase present retro-fitment pace by about 4 times, NFR, ECR, SECR by 3 times and WR, NWR by about 2 times to complete the work of retro-fitment in all coaches by March 2019. These railways need to plan accordingly.

By: SER, NFR, ECR, SECR, WR, NWR

1.1.3 WR, SER, NWR and CR have the maximum bio-tanks' retro-fitment work to be done and thus, need to plan their work locations and look for additional work locations, if required, to ramp up the rate of retro-fitment.

By: WR, SER, NWR, CR

1.1.4 Other Railways to monitor the work of retro-fitment in order to complete the target well before time.

By: Remaining ZRs

1.1.5 WCR to co ordinate with associated workshops for retro-fitment of bio-digester in their leftover coaches/other coaching vehicles (OCVs).

By: WCR
1.2 Test labs for effluent discharged/seeding inoculums:

1.2.1 All coaching depots having holding of 500 coaches or more must have an adequately equipped laboratory for testing of discharged effluent from bio-toilets in in-service coaches and in-coming inoculums for seeding in bio-tanks. Railways to provide the details of present facility available for testing of inoculums in depots.

By: All ZRs

1.2.2 Test parameters to be recorded on the CMM portal, being developed by CRIS.

By: All ZRs, CRIS

1.2.3 CAMTech to immediately advised the new test scheme duly approved/accepted by DRDE/Gwalior.

By: CAMTech

Implementation of Online Monitoring of Rolling Stock (OMRS) in Railways:

1. OMRS system consists of Acoustic Bearing Detector (ABD) that identifies the defective bearing well before it fails and Wheel Condition Monitoring by measuring the impact forces on Rail to identify the bad wheel. The OMRS system has “fleetc-one” trending software that trends the deterioration of bearings and wheels. The system is also scalable to add more and more track side equipments like Hot Box Detectors and others.

2. Contract has been placed on M/s Track IQ/Australia for installation of 25 Online Monitoring of Rolling stock Systems (OMRS) at 20 locations over IR’s network. The first OMRS has been installed at Panipat station of Delhi Division. The Central Control Room for monitoring the all OMRS sites on IR has been set-up at Kishanganj, Delhi (DKZ) in March 2018.

3. The system is under validation for its Wheel Condition Monitoring (WCM) equipment component. Zonal Railways are advised to facilitate installation of OMRS system in their respective zones as per Annexure-A. The exact site location should be identified and arrangement of power and communication needs to be identified.

Implementation of CMM, FMM & WISE-II

1. The implementation of IT system in place is the backbone for proliferation of Predictive maintenance system in railways. The Coaching Depot Module (CMM), Freight Management Module (FMM) & Workshop Information System (WISE-II) are under implementation by CRIS.

2. Earlier these modules were planned for development in ERP system, but with the passes of time and changes in technologies These IT systems are under development in Home-grown system.

3. Railways to assist CRIS in implementing the pilot in Home-grown system so that it is implemented pan India expeditiously. 

\[ V_{16}^{07} \]

\[ 18 \]
10. Project Items

1. Utilization of Funds especially Budget Grant in the first quarter of 2018-19.
2. Progress on completion of Last Mile Works.
5. Review of sanctioned works more than 5 years old: Reasons for delay in completion.
7. Progress of RRSK Works and Utilization of RRSK Funds.
8. Updation of status of works on IRPSM – reasons for not making timely updates.
9. Assessment of LHB coach POH capacity & future requirements.

Signed:

16/07/18