The Chief Mechanical Engineers
All Zonal Railways.

Sub: Defects observed on air brake stock marked sick within 90 days of POH/ROH
Ref: Railway Board’s letter No. 99/M(N)/509/1 dt. 23/7/1999 (copy enclosed)

During the meeting held in Railway Board on 28/3/2012 with CWMs of wagon workshops, few CWMs informed that in some wagon depots, even cases of sick marking within 90 days which were not on workshop account like damages during loading/unloading as well as pilferage/cannibalisation of materials was being included in sick marking within 90 days on workshop account. This was inflating the figure of sick marking on workshop account and giving a wrong picture of quality of workshop repairs.

2. During the meeting it was decided that sick marking within 90 days not on workshop account may be booked under a separate code. Accordingly, in continuation with Railway Board’s letter No.99/M(N)/509/1 dt. 23/7/99, a new category of defects observed on air brake wagons will be introduced as H-Miscellaneous defects. This will have 2 sub categories – H-1 : for sick marking due to damages caused during loading/unloading and H-2: for sick marking due to missing fittings on account of theft and cannibalisation.

3. The NCO has informed that NTXRs posted in sick lines/ROH depots will not be able to segregate wagons whether marked sick on workshop account or otherwise. Therefore, it is decided that one SSE in every wagon Depot from where this data is collected by NTXRs will be nominated by the Sr.DME of the Division to monitor sick marking within 90 days on POH/ROH account. This SSE will be responsible to advise the NTXR the wagons which have been marked sick on account of H-1 & H-2 for incorporating the same in NCO’s reports of sick marking within 90 days on POH account as well as sick marking within 90 days on ROH account.

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

c/- EDME/W for information

c/- GS/IRCA with reference to IRCAs’ letter No.ICN.760/POH/XXIV dt. 26/6/12
Government of India
Ministry of Railways
(Railway Board)

No. 99/M(N)/509/—

New Delhi, Day 7-1999

Neutral Control Officer,
I.R.C.A.,
New Delhi,

Sub: Defects noticed on Air brake/Vacuum Brake
Stock marked sick within 90 days of POH/ROH.

Information regarding wagons marked sick within
90 days of POH/ROH should now be submitted as per new
proforma attached.

These informations are required urgently for
Air brake and Vacuum brake stock. Please instruct your
staff accordingly.

DA/As above.

[Signature]

[Name]

Assistant Secy. (Pr.)
Railway Board.
Defects noticed on Air Brake wagons marked sick within 90 days of POH/ROH

A. Wheel defects:
   A1. Sharp flange
   A2. Thin flange
   A3. Skidded wheel
   A4. Deep flange
   A5. Radius less at root
   A6. Hollow tyre
   A7. Disc crack/loose, flange broken, bent axle, etc.
   A8. Other specific defects

B. Suspension
   B1. Axle guards crack/broken (for BVZC)
   B2. Bridle bar crack/loose/broken (for BVZC)
   B3. Pivot top/bottom broken
   B4. Wedge block brok en
   B5. Side bearer rubber pads perished
   B6. Elastomeric pad perished/Adaptor canted
   B7. Wear liner worn/cracked
   B8. Boister pocket liner/column liner deficient/cracked
   B9. Other specific defects

C. Spring gear
   C1. LB spring broken/any plate broken (BVZC)
   C2. LB spring buckle broken/cracked (BVZC)
   C3. Helical spring/snubby spring deficient/broken/dead
   C4. Other specific defects

D. Cartridge bearing
   D1. Hot BOX
   D2. Cartridge bearing grease oozing
   D3. Cartridge bearing outer case cracked/broken
   D4. Other specific defects

E. CBC draft gear defects
   E1. CBC draft gear broken/dead
   E2. CBC shank striker casting liner worn/deficient
   E3. CBC support plate rivets loose/bolted
   E4. CBC yoke broken/cracked
   E5. CBC knuckle worn out/knuckle pin bent/broken/APD deficient
   E6. CBC back stopper rivets loose/rivets sheared
   E7. CBC operating rod deficient/defective/assembly defect
   E8. Other specific defects
F. Brake gear and Air brake system.
   F1. Slack adjuster defective/deficient.
   F5. Load/empty device deficient/defective.
   F6. Angle cock broken/leakage.
   F7. Leakage in drain plug of auxiliary / control reservoir and drip collector.
   F8. Leakage in brake pipe system.
   F9. Safety strap broken/deficient (Brake beam/pull rod).
   F10. Any Brake Gear pin deficient.
   F11. Pull rod worn/bent.
   F12. Control rod disconnected/bent.
   F13. Other specific defects.

G. Body defects.
   G1. Head stock defects.
   G2. Sole bar defects.
   G3. Roof/body floor repairs.
   G4. Door defects.
   G6. Man hole cover deficient.
   G7. Shell crack/other barrel repairs.
   G10. Safety valve deficient/defective.
   G11. Centre sill repairs.
   G15. Vapour extractor cock deficient.
   G17. Other specific defects.
Defects noticed on Vacuum Brake wagons marked sick within 90 days of POLISH

A. Wheel defects:
   A1. Sharp flange
   A2. Thin flange
   A3. Skidded wheel
   A4. Deep flange
   A5. Radius less at root
   A6. Hollow tyre
   A7. Disc crack/loose, flange broken, bent axle, etc.
   A8. Other specific defects

B. Suspension
   B1. Axle guards crack/broken/bent
   B2. Bridle bar crack/loose/broken
   B3. Centre pivot top/bottom) broken
   B4. Trolley frame broken/cracked
   B5. Trolley head stock bent/cracked
   B6. Side bearer deficient/worn out
   B7. Horn cheek rivets loose/deficient
   B8. Other specific defects

C. Spring gear
   C1. LB spring broken/any plate broken
   C2. LB spring buckle broken/cracked
   C3. Helical spring deficient/broken/thead
   C4. Bearing Spring shackle/pin broken/deficient
   C5. Scroll iron/bolted/broken/rivet loose
   C6. Other specific defects

D. Roller/plain bearing
   D1. Hot BOX / Warm BOX
   D2. Plain bearing improper packing
   D3. Dry packing
   D4. Front cover broken/deficient
   D5. Bearing brass mounting over journal
   D6. Roller bearing failure
   D7. Locking studs loose/deficient
   D8. Grease inadequate/contaminated
   D9. Locking stud lips not properly bent
   D10. Bearing rusty/corrosion/fretting corrosion
   D11. Cage damaged
   D12. Other specific defects
F. CBC draft gear defects
E1. CBC draft gear broken/damaged.
E2. CBC shank striker casting liner worn/deficient.
E3. CBC support plate rivets loose/bolted.
E4. CBC yoke broken/cracked.
E5. CBC knuckles worn out/pin broken/misalignment.
E6. CBC back stopper rivets loose.
E7. CBC operating rod deficient/defective/assembly deficient.
E8. SC deficient/broken.
E10. Other specific defects.

G. Brake gear and Vac. brake system
F1. Slack adjuster defective/deficient.
F2. Vacuum Brake Cylinder defective/deficient.
F3. Brake block deficient/Brake Shoe worn out.
F4. Safety step broken/deficient (Brake horn/pull rod).
F5. Any brake gear pin deficient.
F7. Train pipe broken/badly leaky.
F8. Brake shaft deflects.
F9. Other specific defects.

G. Body defects.
G1. Hood stock defects.
G2. Sole bar defects.
G3. Roof/body repairs.
G4. Door defects.
G6. Man hole cover deficient.
G7. Shell crack/other barrel repairs.
G10. Centre sill repairs.
G15. Vapour extractor cock deficient.
G17. Other specific defects.