

GOVERNMENT OF INDIA (BHARAT SARKAR)  
MINISTRY OF RAILWAYS (RAIL MANTRALAYA)  
RAILWAY BOARD

No. 2014/TT-4/14/1

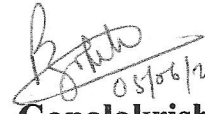
Rail Bhawan, New Delhi  
Dated 05.06.2014

All Chief Operations Manager

**Sub:** Minutes of the COMs' conference held on 7<sup>th</sup> and 8<sup>th</sup> May, 2014 in  
Bhopal, West Central Railway.

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Please find enclosed herewith a copy of the minutes of the COMs' conference held on 7-8<sup>th</sup> May, 2014 in Bhopal for information and further necessary action please.

  
05/06/2014  
**(R. Gopalakrishnan)**  
Director Traffic Trans. (POL)  
Railway Board

DA: As Above

PS to MT- For kind information of MT

Copy to:

AM(T), Adv.(FM), Adv.TT(M), EDTT(S), EDTT(F), ED/Plg., EDME(TS),  
ED(Rates), ED(C&IS), ED.Elect(RS), ED(S&E), EDME(Fr.), Dir.Traffic  
(Co-ord), DTT(G), DRM(Coal)/Kolkata & DTC(R) for information and  
necessary action.

## Minutes of the COMs Conference held on 7<sup>th</sup> & 8<sup>th</sup> May 2014 at Bhopal

<b>1. Address by Additional Member/Traffic:</b>	
1.1. AM/T complimented the COMs for the excellent freight loading performance in 2012-13 which was achieved under difficult economic conditions.	All COMs
1.2. The targets for current financial year 2014-15	
1.2.1. Freight loading has been pegged internally at 1118 MT (budgeted target 1105 MT)	All COMs
1.2.2. Coach utilization target of 750 coach km/ Coach day.	All COMs
1.3. Quality of operations will determine the freight performance as addition in line capacity on the trunk routes will not be significant in the current year.	All COMs
1.4. The Operations Strategy for the current year has to include:	
1.4.1. Running of long haul trains is the key – IR target of 66 longhauls per day particularly on dense corridors.	All COMs
1.4.2. CC discipline, which has got diluted on some circuits has to be enforced strictly.	All COMs TT dte
1.4.3. Discipline in running of multi-WAG7 and multi-WDG4 locos within the identified zones so that these don't land in zones where they aren't required. Replacement of multi-WAG7 by WAG9H in PRDP-TLCR section will release multi-locos for SER operations.	All COMs TT dte
1.4.4. Loaded traffic should be run on the booked/rationalized route only. They should not be diverted to other routes without compelling operational circumstances.	All COMs
1.4.5. Lead has reduced which will have an impact on earnings. Wagon availability will be better in the current year while loco availability will not be an issue. Hence, higher loading has to compensate for drop in lead.	All COMs
1.4.6. Manpower planning – serious shortage of crew and guard on certain zones is hampering operations. Focus on timely filling selections in all grades of running category has to be kept so that adequate crew for both passenger and freight operations are available.	All COMs
1.4.7. Integration of COA and FOIS data in real-time has started. The current all-india average is 70% with some divisions achieving 100%. Running ghost locos has to be stopped immediately. The problem of delinking of freight	All COMs DO/CRIS

trains in COA/FOIS in yards, will be sorted out by CRIS.	
1.4.8. The progress of critical works is being hampered by the delay in finalization of plans. COMs have to personally monitor the clearance of plans	All COMs ED/Plg
1.4.9. The target of coach utilization has been fixed at 750 km against the current all-india average of 537km on trunk routes. Trains have to be run on a compressed corridor.	All COMs Ed/Chg
<b>2. Address by Member (Traffic):</b>	
<b>2.1. Earnings:</b>	
2.1.1. Earnings of IR are a cause of concern. Earnings have to exceed the Expenditure. Earning targets - NTKMs have to be focused on rather than Million Tonnes. We need to exceed the budgeted loading targets to make good any shortfall in lead.	All COMs
<b>2.2. Safety:</b>	
2.2.1. Safety performance of IR is a grave cause of concern. Inspections are not being done by the officers and supervisors. COMs should call for the safety inspections done by their officers. Brake van inspections are not being done - Guards have been found wanting in their knowledge of rules.	All COMs
2.2.2. Quality of Training – Safety knowledge of station staff is poor. Knowledge of ASMs of even basic procedures like using a crank-handle is poor. Similarly, ASMs and Controllers don't know what authorities to give during unusual working. COMs and officers should test the knowledge of ASMs and station staff during inspections. Suitable training should be organized at the ZRTIs and Divisional Training Centres.	All COMs
2.2.3. Condition of running rooms under Traffic department need considerable improvement. Action should be taken – both short-term and long-term to improve the condition of the running rooms.	All COMs
2.2.4. Weld failures are cause of concern – use of Long Welded Rails and Flash-Butt welding is the key to reducing weld failures. These should be the norm on the Railways. Block monitoring by COMs should be improved.	All COMs
2.2.5. 10 hour duty performance of LP/Guard of both	All COMs

Mail/Exp and goods should be monitored. Many of the Mail/Exp links are having 5 hr duty or less – these should be reviewed. In the case of Goods Trains – running should be improved.	
2.2.6. Railway Board has launched the Station Ticket Booking Sevak Scheme to relieve the ASMs at the station from commercial duty of selling tickets. There are more than 2400 ‘E’ category stations on IR but the number of contracts awarded so far is only 57, an abysmally low figure. COMs should take monitor that the contracts for majority of the stations are in place so that ASMs can concentrate on his operational duties.	All COMs All CCMs ED/PM
<b>2.3. Coaching :</b>	
2.3.1. Passenger Business of IR should be dealt as a profit centre. While Railway Board decides the pricing structure, Zonal Railways should monitor Passenger Kilometers. Five Jan Sadharan Express trains are being run with immediate effect. CCM/PM and CPTM will report to COM.	All COMs All CCMs ED/PM ED/Chg
2.3.2. Coaching utilization target has been fixed at 750 coach km/coach day. Lie-over, ineffective spares, traffic spares should be reviewed. Many of the long-distance trains travelling over 1000km have a composition of less than 21 coaches. This should be reviewed.	All COMs ED/Chg
2.3.3. Occupation of Duranto trains should be reviewed and if required intermediate commercial halts permitted by changing the nomenclature of the trains to AC Express.	All COMs ED/Chg
2.3.4. The concept of Premium Trains with dynamic pricing has been a success. The earnings from these trains is on an average 19% above base tatkal earnings. They must run on time.	All COMs ED/Chg
2.3.5. Punctuality on NCR and ECR is a cause of concern. It is around the 50% in these zones. A definite action plan should be put in place to improve punctuality.	All COMs Ed/Chg
2.3.6. Time tabling issues may be brought to the notice of Railway Board.	All COMs ED/Chg
2.3.7. All coaches will be fitted with bio-toilets in the next 6-7 years. Consequently, new washable aprons having a long life are not required and further sanctions should be stopped.	All COMs All CCMs ED/PM

<p>All bio toilet fit coaches should be planned to based at one location so that the cost savings on CC aprons can be achieved.</p>	
<p>2.3.8. Zonal Railways should review the CRS sanction available for the various types of rolling stock – coaches, wagons and locomotive. They should initiate the process for obtaining CRS sanctions. Railway Board will be holding a meeting with CRS every quarter.</p>	All COMs
<p>2.3.9. Railway Board is undertaking a thorough review of the over 2400 experimental stoppages which have been granted so far. Zones should give their feedback immediately on the justification of continuing with the stoppages to Railway Board.</p>	All COMs ED/Chg
<p>2.3.10. Expenditure on fuel consumption is increasing disproportionately to the growth in traffic. Rs.22,000 crores is the fuel bill of IR. Coaching operations account for a significant proportion of the expenditure.</p>	All COMs
<p><b>2.4. Freight:</b></p>	
<p>2.4.1. Freight Customers can soon register their demands for rakes/wagons on the internet. It will obviate the need to visit a goods shed to register a demand and pay the wagon registration fee. It is proposed to start with E-demand registration from 1<sup>st</sup> July. Further, this system will be extended to cover E-Forwarding Note and E-Railway Receipt using digital signatures.</p>	All COMs ED/Rates
<p>2.4.2. The concept of diversion of rake on operations account is being formalized and the same will be done through FOIS mechanism. The role of the Operating department will be critical to ensure correct data entry. This will prevent further commercial issues from being raised at a later date. It is proposed to start this process by June 2014.</p>	All COMs ED/Rates
<p>2.4.3. Inter change figures of trains (coaching, goods and special trains) at more than 95 points have not only decreased but the speeds of trains have also come down. This is a cause of concern.</p>	All COMs
<p>2.4.4. 46% of freight trains are running under load. Embedded empties are a chronic problem on most of the Railways. This is negating even the benefits of increased axle load</p>	All COMs

from CC+4+1 to CC+9+1. Underload trains will not be granted line clear.	
2.4.5. A large number of piecemeal and unfit wagons have accumulated. They need to be aggregated on a war footing.	All COMs
2.4.6. The wagon procurement target for the current year has been pegged at 13,000 wagons.	All COMs
2.4.7. Railway Board has proposed a reduction in the loco induction in tune with the traffic growth. There are more than 1100 multi-units running on IR. This should have reduced the locos deployed in banking. However, the number of banking locos on IR continues to be around 280. This needs a thorough review. Henceforth, all WAG5 and WDM2 will run in multi-formation. TT dte will issue necessary instructions in this regard.	All COMs TT dte
2.4.8. FOIS is in the next stage of implementation with the focus getting shifted from reporting to monitoring and analysis of FOIS data. FOIS-COA data integration has started. The role of Dy.COM(FOIS) and STM(FOIS) will be become critical. IT is now the backbone of freight operations. Divisions and HQ are not monitoring the IT infrastructure.	All COMs
2.4.9. Long Haul trains on a trial basis have been run based on a JPO issued by Railway Board. Based on the experience gained on the railways, Railway Board will issue orders formalizing the procedure for Long haul operations. This will be in line with the recommendations of CRS on the subject matter.	All COMs TT dte
2.4.10. Constraints at the terminals has been a deterrent in increasing loading in many sectors. Zonal Railways have to actively encourage investments in Private Freight Terminals. Zones should float EOIs in reputed newspapers to attract potential investors. At present, plans of PFT are getting delayed at every level for approvals. Railway Board proposes not to sanction any further investments in goods sheds and terminals.	All COMs Adv/FM
2.4.11. One area which has a strong growth potential is OTHER GOODS. These invariably are long lead traffic and zonal railways are not paying adequate attention to this segment. This segment is time-sensitive and zones should strive to fulfil rake supply within 24 hours of the indent being placed.	All COMs TT dte

2.4.12. A large number of ALP have been recruited on the zonal railways. However, the process of filling up of the resultant higher grade vacancies in LP (Goods) and LP (Pass) is very slow. COMs should draw a clear time-frame for the selections with CELE and CMPE (Dsl) and monitor them closely.	All COMs EDME/Tr EDEE/RS
2.4.13. CC discipline is not being maintained. COMs and TT dte will closely monitor the CC circuits. One day in a month in the daily conference will be earmarked by Railway Board for discussion with COMs on this subject.	All COMs TT dte

<b>3. Presentation by TT Dte:</b>	
3.1. TT dte made a presentation on the zone-wise and commodity-wise targets for the current year.	
<b>4. Other Decisions Taken:</b>	
4.1. Long loop sanctioned at 49 stations on IR have to be commissioned on priority. Approximately 50% of these loops are part of sanctioned 3 <sup>rd</sup> line works.	All COMs
4.2. SWR to start 3-4 Premium at JSWT BOXN for IORE loading at SER, ECoR. SLR to start 3 rakes off POH	COM/SWR
4.3. No unexamined BCNE from ER to SE & from NE, ECR to NR.	COMs- ER, ECR, NER, NR, SER
4.4. In order to arrest the trend of increasing number of embedded empties, strict action should be taken against the defaulting parties.	All COMs
4.5. Line clear not to be stopped at I/C point for loaded trains. COMs should ensure no detention short of IC points.	All COMs
4.6. All WDM2 & WAG5 in freight should be made MUs.	All COMs TT dte
4.7. ER to load 2 BOBR daily for Kaniha TPH	COM/ER COM/ECoR
4.8. ER to load Rihand, Vindhyachal TPH in BOBR	COM/ER COM/ECR
4.9. Examination capacity at Pakur should be increased 6 rakes/day	COM/ER
4.10. NCR to run 4 long-hauls daily on DN line at MGS point. Two long-hauls from NR, one from SFG, one from TDL/GMC to be run.	COM/NCR COM/NR COM/ECR

4.11. Tokenless block instruments should be commissioned on priority at MGS/ECR with NCR & NR	COM/NCR COM/ECR COM/NR
4.12. NER will hand over 4 BCNE to NR at SCC point	COM/NER COM/NR
4.13. NER to augment capacity of GD TXR point to 8 rakes/ day.	COM/NER
4.14. 6 BCNE per day to be examined at MLDT	COM/ER
4.15. SR to run BCNE, BRNE long hauls from PGT Div	COM/SR
4.16. SER crew should have learning of WAG9 locos for running via MOH point of ER	COM/ER COM/SER
4.17. BAY interchange should increase to 30 trains each way. Running room at TNGL should be commissioned by July. In addition, SWR should start premium examination of BOXN at JSWT at the earliest.	COM/SWR COM/SCR
4.18. Interchange at MRJ should be increased and any overflow of trains at SCR/CR - WADI will be handed over at BPQ	COM/CR COM/SCR COM/SWR
4.19. CC-holding of Hospet should be increased from 37 rakes to 45.	COM/SWR
4.20. PFT – EOI should be floated with the potential locations clearly identified so as to attract potential investors.	All CCMs Adv/FM
4.21. Strength of BOXN at WAT base to be increased from 80 to 120. Railway Board to issue orders for the same. SCR to hand over BOXN received ex-Workshop to ECoR	COM/ECoR COM/SCR TT Dte
4.22. BFNS – Coil stock has got mixed with other steel rakes. Action should be taken to segregate BFNS wagons and form them into pure rakes.	COM/SER EDTT/S
4.23. More unloading terminals for steel rakes are required on CR & NR. Zones should encourage investments in PFT for handling steel cargo.	COM/CR, NR
4.24. Correction in wagon – master is required. This has also become critical with the COA-FOIS integration where the back reporting time has been reduced to 1 hr	



5. Issues Raised by Zones:	Raised By	Action by
5.1. Banking is required on 10 sections of CR with the resultant mobility is an issue. More holding of multi-locos required. 70MU in electric and 60 MU in diesel required	COM/CR	TT Dte
5.2. Doubling on Solapur Division is required on priority in particular 4 block sections on Daund-Solapur section.	COM/CR	ED/Plg ED/Works
5.3. Till doubling of this section is done, some trains have to be diverted. JSWT loads via HG point have to be handed over at MRJ. Some jumbo empties via SC-Wadi have to be diverted via SC-BPQ	COM/CR	COM/SWR COM/SCR TT Dte
5.4. Long haul to be run on Wadi – SUR – DD section	TT Dte	COM/SCR COM/CR
5.5. Crew sharing by WCR in BPL-AMLA section. 5 sets of crew will be deployed by WCR.	COM/CR	COM/WCR
5.6. BSL should base additional BOXN/BOXNHL CC instead of BCNHL.	COM/CR	TT dte
5.7. Short lead container (around 25km) should be given a freight discount so that the road traffic between JNPT and nearby CFS can be captured.	COM/CR	Not agreed to by Board
5.8. Shortage of Guards in BB division–recruitment by Mumbai RRB to be expedited.	COM/CR	ED/RRB
5.9. Other goods- onion, sugar, DOC have potential for growth. CR should make all efforts to capture this traffic.	TT dte	COM/CR
5.10. Bhagalpur requires a good shed. Additional funds are required for Pakur Phase II project. ER was asked to explore the PFT route. If required an EOI may be floated.	COM/ER	COM/ER CCM/ER
5.11. To promote an ALP to LP (Goods) bypassing Shunter grade – exemption under GM's powers is required. This causes delay	COM/ER	ED/E/N

in promotion to LP(Goods). Board should review the need to obtain GM' sanction.		
5.12. Drop in ballast loading at Pakur – this trend could be arrested if the orders for ballast on NER, ECR, SER and NFR are placed on time	COM/ER	COM/NER COM/ECR COM/NFR
5.13. Kiul bridge needs to be upgraded to CC+8+1. This is affecting loadability of stone loaded for ECR/NER.	COM/ER	COM/ECR
5.14. PFT policy should be made attractive by having an incentive like the earlier terminal charges built in the policy. This will encourage more participation in PFTs	COM/ER	Adv/FM
5.15. The initial grade of ASMs should be increased from GP2800 to GP4200. ER was informed that a similar proposal is already under consideration of Rly Board/MoF.	COM/ER	
5.16. BTPN rakes for NF should be under either CC or Premium pattern. Many rakes are coming with intensive examination	COM/ER	TT dte
5.17. Freight trains on electric traction on B route which is at present at 3.4 trains/day should be increased to 6 trains/day	COM/ECR	COM/NR
5.18. KIR-GKP electrification is underway and more trains should run with through electric.	COM/ECR	COM/NER
5.19. For creating posts in new sections – Vacancy bank of Railway Board is required as ECR doesn't have any amount in its vacancy bank	COM/ECR	TT Dte ED/E/N
5.20. All Group D staff of Traffic Department should be redesignated as Traffic Assistant/General Assistant.	COM/ECR	TT dte
5.21. In many of the works of S&T sanctioned under DRF – the word replacement has been used. It is difficult to get any yard remodeling done under the work. The word replacement to be changed to Upgradation	COM/ECR	Ed/Plg
5.22. Coal Pilot – single crew should be	TT dte	COM/ECR COM/ER

used in areas where mainline is not infringed		COM/SECR COM/ECOR
5.23. Internal release to be improved on ECR	TT dte	COM/ECR
5.24. Increase WCR interchange to 10 at MHDA point	COM/ECR	COM/WCR
5.25. Loads stabled at MGS for want of acceptance – Ayodhya, Indara, Siwan create congestion in MGS yard – at any point in time 4 rakes are stabled	COM/ECR	COM/NER COM/NR
5.26. NRPA – ROH depot yet to be started.	TT dte	COM/ECR
5.27. BOXNHL rakes are running with 25T axle load. However, Railway Board is yet to issue commercial notification for charging on 25 T axle load.	COM/ECOR	ED/Rates
5.28. BOXNHL rakes are required in WAT division. The holding of BOXNHL CC-rakes at WAT to be increased from 80 to 120 rakes. This will increase the payload per wagon.	COM/ECOR	TT Dte
5.29. 30 WDG4 locos should be homed at VSKP shed. 10 WAG9H should be home at VSKP shed.	COM/ECOR	EDME/Tr EDEE/RS
5.30. Outsourcing of BOBR maintenance to be approved by Rly Bd so that cases of embedded empties can be reduced .	COM/ECOR	EDME/Fr
5.31. Running on 4 long-hauls from VZP for SECR via RSD	TT Dte	COM/ECOR COM/SECR
5.32. Pricing issue in KK line to be resolved.	COM/ECOR	ED/Rates
5.33. OHE mast implantation work at PRDP to be undertaken. Dispensation of Railway Board required.	COM/ECOR	TT dte
5.34. Selections for Guard from feeder category is held up due to cadre restructuring issued by Board. Clarification on policy yet to be issued by Railway Board	COM/NCR	TT Dte
5.35. Long Haul operations on single/multi-loco to be formalized.	COM/NCR	TT Dte
5.36. Bina-Lalitpur third line is required. Two new power houses are getting	COM/NCR	ED/Plg

commissioned in the section.		
5.37. KJGY to be developed as a CC-base for BCNHL rakes. Capacity for basing 50 rakes of BCNHL/BCN to be developed at KJGY/UMB	TT Dte	COM/NR
5.38. NR should closely monitor routing of trains via GZB.	TT Dte	COM/NR COM/NCR
5.39. SSB should be developed as a CC base for BTPN on priority	TT Dte	COM/NR
5.40. Funds are required for upgradation of signaling from Std-I to Std-IIR on NWR.	COM/NWR	ED/Plg
5.41. A module for deciding passenger crew links should be developed in CMS.	COM/NWR	ED/Chg ED/C&IS
5.42. Computerization of registers at the station should be initiated so that the plethora of registers is done away with.	COM/NWR	TT Dte ED/C&IS
5.43. Holding targets for BOXN should be increased to 42 and BCN to 45 rakes	COM/NWR	TT Dte
5.44. BLDI – Samdhari section has a capacity of 18 trains. WR should not divert loads via BLDI. Container routing via RE,ROK, SWM to be rationalized as NR has a problem of acceptance at RE.	COM/NWR	TT Dte
5.45. Rates for Water to be increased. At present, freight doesn't cover even the wagon hiring charges payable by the Railway	COM/NWR	ED/Rates
5.46. Salt- Industrial and Non-industrial should be combined into one commodity	COM/NWR	TT Dte ED/Rates
5.47. RORO service – NWR can be given two rakes of unloadable BOXN so that a RORO service can be started from RE to GIMB.	COM/NWR	TT Dte COM/WR
5.48. Loading of granite and Limestone is not permitted in Container under FAK rates. This should be permitted.	COM/NWR	ED/Rates
5.49. Due to rating issues, a significant volume of Clinker is moving by road from NWR plants. Rating of clinker should be reviewed	COM/NWR	ED/Rates
5.50. It should be possible to fill Lube oil in	COM/NWR	EDME/Tr

WDG4 outside sheds ( in yards)		
5.51. GD diesel loco shed is turning out locos only for short trip. This should be stopped.	TT dte	COM/NER
5.52. Dead loco movement – orders from Board are getting delayed. This should be expedited	COM/NER	TT Dte
5.53. With the commissioning of LMG-Silchar section to BG, MG stock will be surplus. Further utilization of the MG stock may be decided by Board.	COM/NFR	TT Dte
5.54. 25% increase in MLDT I/C – Crew position at NJP/KIR to be improved	TT dte	COM/NFR
5.55. Purnea goods shed remains perennially congested. Action should be taken to develop alternate terminals – PFTs should be encouraged	TT dte	COM/NFR
5.56. MNGT – Maintenance facility for BOBRN is required so as to tackle the problem of embedded empties	COM/SR	EDME/Fr
5.57. 20 DSL locos to be reduced from SR and given to other railways	COM/SR	TT dte EDME/Tr
5.58. WDG4 locos running in NF, NE, EC loco running to be reviewed. Basing of WDG4 locos at SGUT loco shed to be reviewed.	TT Dte	EDME/Fr
5.59. Granite loading on SCR has dropped – MT expressed concern	MT	COM/SCR
5.60. Regular input of BTAP rakes from ECoR	COM/SCR	COM/ECoR TT Dte
5.61. In the lean period, two point combination for upto 500 kms should be permitted against the present restriction of 400 km	COM/SCR	TT DTe
5.62. Any two point destination meeting the criteria should be permitted in the lean season	COM/SCR	TT dte
5.63. Two rakes of BCFC wagons are owned by IR. Demurrage time to be revised so that industry can load the rakes.	COM/SCR	ED/Rates

5.64. Instructors of ZRTI/Sini – should be allowed to retain railway accommodation at place of previous place of posting.	COM/SER	T†T Dte ED/Trg & MPP
5.65. 11 steel rakes required from outside to sustain steel loading of SER.	COM/SER	T†T Dte
5.66. RAS of ECoR & SER integration to be undertaken by CRIS so that unutilized capacity of one can be used by the other railway.	COM/SER	T†T Dte CAO/FOIS DO/CRIS
5.67. Unloading division - insert restriction message – so that FOIS is updated and the same can be used by RAS	COM/SER	T†T Dte CAO/FOIS
5.68. Loading for destinations with no weighbridge enroute should be permitted. Rates branch should issue suitable instructions in this regard	COM/SER	ED/Rates
5.69. Rates circular 25T axle load in KRBU-NXN-BKSC should be issued	COM/SER	ED/Rates
5.70. The speed of BOXNEL empty rakes should be increased from 60 kmph to 75 kmph. The present speed limit for loaded rakes at 45 kmph also needs review.	COM/SER	EDME/Fr
5.71. MDP course is now mandatory for promotion from SS to JAG. However, adequate capacity is not available at NAIR with the result a few officers are retiring in SS even though JAG vacancies are available.	COM/SER	ED/Trg & MPP
5.72. BNDM, Bokaro, KGP – diesel shed. Diesel locos are being added to BNDM and Bokaro. This should be stopped	COM/SER	EDME/Tr
5.73. The round trip distance between HTE – Pune is 3530km. RBPC is permitted for upto 3500km. The pitline capacity at Pune is limiting the load to 17 coaches. Exemption should be given for issue of RBPC for HTE-Pune	COM/SER	ED/Chg
5.74. All third party POL sidings are being forced to convert to PFTs. This policy should be reviewed	COM/SER	T†T Dte
5.75. Rly Bd to review number of Loha	MT	T†T Dte

rakes in Bhilai.		
5.76. 10 BOXNE from SER/ECOR is required for IB loading. Overall SECR requires 36 BOXNE daily from outside	COM/SECR	TT Dte
5.77. SECR should capture the 2 MT of e-auction coal from IB to rail mode	TT dte	COM/SECR
5.78. To increase throughput at JSG, SECR should run cracks upto BNDM. Similar crack for KRBA should be run within SECR territory.	TT dte	COM/SECR
5.79. Round-trip BPC at JSWT for steel rakes should be started	COM/SWR	TT Dte EDME/Fr
5.80. There is perennial congestion at Bijapur goods shed which has a capacity of only 1 rake per day. SWR should advertize for PFT at Bijapur and Hassan. Additional line for handling can be opened at Hassan Goods shed.	TT Dte	COM/SWR
5.81. SR destinations are frequently under restriction - ETK/NLE, OLR/AFK KUL/VAPM	COM/SWR	COM/SR
5.82. Review of Ghat working rules for both the SWR ghats is required.	COM/SWR	TT dte
5.83. 77 MT is the target for WR – wagon availability is an issue.	COM/WR	TT dte
5.84. Holding target of WR should be revised for BOXN-91 , BCN-106	COM/WR	TT dte
5.85. 2 loha rakes required for DFC in July. SECR to transfer loha rakes to WR.	COM/WR	TT dte COM/SECR
5.86. 2 point combination in WR required during the slack season	COM/WR	TT dte
5.87. Requires 22 WDP4 multis for coaching operations	COM/WCR	ED/Chg EDME/Tr
5.88. 2 BOBR should be based at NKJ	COM/WCR	TT Dte EDME/Fr
5.89. D&G charges are very high in the PFTs. Kribhco PFT at Hindaun City is held up	COM/WCR	Adv/FM
5.90. WCR to transfer CC BOXN to ECoR	TT Dte	COM/WCR
5.91. SMS of overdue CC rakes to	COM/WCR	TT dte CAO/FOIS

DOM/Sr.DOM should be started		
5.92. BOXNs/BOSTE @ one rake per day is required	COM/KRCL	COM/CR TT dte
5.93. E-demand registration will start from 1 <sup>st</sup> July. This will include programmed traffic – EDRM and COMs for Coal and DTT/POL would have to ensure feeding of programme in the system	DO/CRIS	EDRM/Kolkata All COMs DTT/POL
5.94. Training of officers and staff to be undertaken by CRIS/ Zonal Railways to ensure success of E-Demand registration	ED/Rates	All COMs All CCMs
5.95. CAO and FOIS Integration – linkage is getting terminated in the yards. A yard facility is getting developed in COA.	DO/CRIS	All COMs
5.96. RAS imposes congestion based on capacity across the routes. It doesn't permit allotments even if party is willing to pay by the longer route.	COM/SER	DO/CRIS
5.97. CMS is working in 357 lobbies. Another 221 are getting commissioned. 113 lobbies, ZRTIs, control offices are left. At present CMS doesn't cover suburban crew and coal pilots. Zones are not paying any attention to CMS as there is lack of clarity on which department will maintain it.	CAO/FOIS	TT Dte EDME/Tr
5.98. Diesel loco service centre concept started for High-horsepower locos. Out of 10 sanctioned centres, only one has been commissioned. The remaining centres need to be commissioned	EDME/Tr	All COMS
5.99. Overdue locos – Don't move dead if not incapacitated	EDME/Tr	All COMs
5.100. 250 shunting locos are due for condemnation. Review requirement of shunting locos	EDME/Tr	TT dte All COMs ED/Chg
5.101. POH capacity – 13 sanctioned workshop projects	EDME/Fr	
5.102. No ROH at workshops. Movement of 'C' category 'NPOH' to workshops has been	EDME/Fr	All COMs



stopped and done at sick lines		
5.103. Damages to wagons – list of 144 identified locations where maximum damages occur given to TT dte. Mechanized handling processes need to be reviewed	EDME/Fr	TT Dte All COMs
5.104. IR will gradually towards twin pipe working. This will reduce brake binding/hot-axle online and improve running. Twin pipe rakes have been given the name “Arrow” – ECR, WCR, SECR & WR	EDME/Fr	All COMs
5.105. Freight maintenance Management system – sanctions awaited	EDME/Fr	ED(C&IS)
5.106. Oscillation trials at BOXNEL are planned by RDSO on SCR. This will increase speeds of BOXNEL. Clearance from SCR is awaited and the case is badly delayed.	EDME/Fr	COM/SCR
5.107. Data entry in Satsang should be done and periodically updated – to include doubling, signaling and electrification data	TT Dte	All COMs ED/LRDSS