

Chapter 6

Rolling Stock

At Railway Board level, Member Rolling Stock is overall in-charge of Mechanical Department, including Workshops and Production Units (other than locomotives). The works related to EMU/MEMU, and electrical maintenance of all coaching stock is also the responsibility of the Member Rolling Stock.

At Zonal level, the Chief Mechanical Engineer (CME) is responsible for overall supervision and maintenance of all coaches, freight stock etc. Chief Workshop Engineer (CWE) is overall in-charge of the functioning of workshops dealing with maintenance of rolling stock and related items. Production Units are managed independently by General Managers reporting to Member Rolling Stock at Railway Board.

The total revenue expenditure on repair and maintenance of rolling stock (carriage and wagons and plant and equipment) in workshop and operating expenses on rolling stock and equipment were ₹ 14515.51 crore¹⁸⁵ and ₹ 11681.82 crore¹⁸⁶ respectively during the year 2016-17. Further, capital expenditure in production units of coaches during the year 2016-17 was ₹ 295.08 crore¹⁸⁷. During the year, apart from regular audit of vouchers and tenders, 664 offices of the Mechanical Department were inspected.

This chapter includes one individual paragraph highlighting receipt of wagons 'not due for POH' in Dahod Workshop.

¹⁸⁵ Grant no.06 – Repair and maintenance of carriages and wagons for 2016-17 and Minor Head 300 of Grant no.07 – Repair and maintenance of Plant and Equipment

¹⁸⁶ Grant no.08 – Operating expenses – Rolling stock and equipment for 2016-17

¹⁸⁷ ICF, Chennai, RCF, Kapurthala and MCF, Rae Bareli

6.1 Western Railway (WR): Receipt of wagons not due for POH in Dahod Workshop led to detention and consequent loss of earning capacity of these wagons

Only wagons due for POH should be sent to the workshops. These should be accepted, after due inspection and approval by the workshop staff. However, from June 2013 to March 2017, 434 wagons not due for POH were received in Dahod workshop. Inspection and approval was not being carried out by workshop staff before accepting the wagons for POH. These wagons hindered operational activities as they occupied track inside the workshop and were returned back to the Zonal Railways without carrying any work on them after being detained at the workshop for long periods. This led to avoidable loss of potential earning capacity of ₹16.46 crore due to detention.

Periodical Overhaul (POH) of wagons received from own and other Railways is undertaken in Dahod Workshop of Western Railway. Following instructions have been issued from time to time, regarding procedure to be followed before sending wagons for POH in workshops:

- (i) As per Railway Board's directives (October 1994), unloadable wagons in age group of 18 to 25 years with sound under frames requiring heavy repairs on body/floor were to be marked as 'C' category by Train Examiner/ Chief Workshop Supervisors of open line and sent for rebuilding to Dahod, Jamalpur or Charbagh Workshops.
- (ii) In July 2013, Railway Board directed Chief Mechanical Engineer, Western Railway that POH workshops should not carry out Routine Overhaul (ROH) of wagons, as wagons for POH were waiting in yard. In case, such wagons are sent along with POH load, the workshop should not carry ROH and turn them out as 'Not Due POH' without attention. It was also reiterated that 'C' category unloadable wagons should not be sent to workshop except when these are due for POH within next one year, which was revised to three months in May 2016.
- (iii) Chief Rolling Stock Engineer/ Freight and Operations/ Churchgate (CRSE/F&O/CCG) directed (January 2014) all concerned officials to follow the practice of accepting only such loads for rehabilitation which were inspected and approved by staff of Dahod Workshop.

During scrutiny of records of Dahod Workshop, Audit noticed that unloadable wagons not due for POH were received regularly in the workshop in violation of Railway Board's instructions of July 2013. Audit further observed that despite the instructions issued by CRSE/F&O/CCG, inspection and approval was not being carried out by workshop staff before accepting the wagons for POH. This led to receipt of wagons 'not due for POH' and resulted in accumulation of such wagons in the workshop. Such wagons were further detained due to delayed removal by the Traffic Department. These wagons also hindered operational activities as they occupied track inside the workshop.

Audit observed that during the period from June 2013 to March 2017 total 434 wagons not due for POH were received in the workshop as detailed below:

Table 5.1 – Year wise number of wagons received not due for POH	
Year	Number of wagons received not due for POH
June 2013 to Mar 2014	30
2014-15	0
2015-16	278
2016-17	126
Total	434

Audit noticed that

- 81 wagons were removed from the workshops after detention for more than 30 days.
- 35 wagons were removed after delays ranging between 15 days and 30 days.
- 318 wagons not due for POH were detained up to 14 days.
- These wagons were detained up to 1126 days in the workshops leading to loss of potential earnings of ₹ 16.46 crore.
- Further, seven wagons which were sent back as these were 'not due for POH' were received back in the Workshop again during July 2013 to June 2014.

On the matter being taken up (December 2015) with Railway Administration, they stated (December 2015) that these wagons were offered for transfer to Open Line sick depots but were not taken by Traffic Department. However, the issue persisted as 173 wagons which were 'not due for POH' were detained up to 38 days in the Workshop during January 2016 to March 2017.

Thus, non-compliance of the prescribed procedures/instructions, lack of coordination and absence of effective monitoring by the Dahod Workshop led to avoidable detention of wagons and consequential loss of potential earnings.

The matter was brought to the notice of Railway Board on 1 September 2017. In reply Railway Board stated (13 November 2017) that to avoid booking of wagons not due for POH/ROH to Dahod workshop, instructions have been issued to all workshops and Open Line. They further stated that to avoid detention of wagons in the workshop, which have been correctly booked for POH, constraints such as availability of material and capacity enhancement are being addressed. They also stated that as the ineffective percentages well within the prescribed limit of four *per cent* no loss of revenue is caused to the Railway.

Audit is of the view that there is a need to strictly follow the laid down instructions and ensure that wagons which are not due for POH are not accepted by the workshop authorities. By exercising the check of inspection and approval, the detention to wagons could be reduced and efficiency in operations can be achieved.