COACHING DEPOT

PIT EXAMINATION AND CLEANLINESS

1. Adequacy of pit examination time for various rakes.
2. Availability of berthing slots.
3. Infrastructure availability and adequacies, of the following;

    - Approach road
    - Cleanliness
    - Pathways for material movement.
    - Lighting
    - Pit Light for night examination
    - Welding connections
    - Availability of compressor and exhausters and
    - Adequate pipelines for pressure and vacuum testings.
    - Mechanised cleaning with High pressure jet cleaning machines etc. through professional agencies.

4. System of cleaning of rakes and concept of model rakes.
   Does the system ensure that all coaches are covered once in a month?

5. Quality of repairs.

    - Detailed Air Brake Testing procedures

6. Compliance of instructions for fitment of brakegear & suspension items.
7. Coach holding Vs Actual requirement.
8. Availability of water and watering facilities.
9. Drainage : adequacy of
10. Quality of Terminal examination/attention in stabling lines/platforms under RPC
11. Adherence to the activities listed in Trip/A/B Schedules
12. Redressal of passenger complaints
13. Effectiveness of Part C Radient control measures.

PERFORMANCE INDICES

14. Review indices, identify areas of weakness (strength to be advised to universalize good practices), decide action to be taken
15. Ineffective coaching stock.
16. Average repair time, placement/withdrawal time
17. Stock detained for long periods
18. Cases of punctuality loss

19. Coach failures analysis, reporting system and follow up. Detachments primary rakes.
20. Schedules done/arisings/overdue (including POH)

SICK LINE RELATED ITEMS

21. Adequacies of infrastructural facilities for IOH
22. Quality of repairs during IOH
23. Adequacy of lifting facilities
24. Attention to welding practices particularly earthing
25. Air pressure, testing of stock after repairs in sick line.
26. Road access and availability of material handling equipment.
27. Review of supply/requirement of wheels & overhauled bogies from shops.

TRAIN DUTY ON PLATFORMS

28. Availability of watering facilities.
29. System of rolling in examination of passing through trains.
(Availability of powerful lights for rolling in examination on wither side on All platforms)
30. System/adequacy of trouble-shooting of passing through trains and monitoring of the same.
31. Does TXR record correct levels of Vac/Air pressure on loco and SLR ?Does he conduct checks for passenger Alarm Device ? Do the fitters have proper tools, lights, etc. ? Are Ac coaches pre-cooled ?
32. Mobile jet cleaning machines. (Are they in working order? Are spares available ?)
33. Pad locking of terminating trains.
34. Drainage/cleanliness of platform line.

- Clean Train Station activities and the performance levels
- Adequacy of fire fighting and other safety equipments/implants.

MATERIALS

35. House keeping.
36. Compliance of stores imprest schedule.
37. Important item out of stock / in short supply. Check consumption of all consumables per annum. Is it adequate to cover the cleaning requirements throughout the years.
38. Non moving items/correctness of imprest sanction
39. scrap return
40. Proper storing of rubber item
41. Supply of items against thefts.

FINANCE

42. High value item analysis
43. Review on acceptance of workshop debit.

ESTABLISHMENT

44. Vacancies
45. Staff grievances
46. HOD/Sick cases
47. Causality/absentees. Are attendance registers properly kept and checked in time ? Action taken on frequent and OR long absentees.

TRAINING NEEDS

48. Facilities for training and adequacy thereof
49. Overdue refresher courses, orientation courses and special courses and monitoring thereof.
50. Knowledge of staff /supervisors, system of up-grading their knowledge
51. Monitoring of performances of trial items.
52. Quality review of POH of coaches.
53. House keeping in general – Are old files disposed off? Are the files kept properly in a readily retrievable condition ?

FREIGHT

I. ROH RELATED ITEMS

1. System for identification of repairs and ensuring the completeness thereof.
2. Availability of unit exchange spares mainly trolleys, springs and wheels.
3. Availability of must –change items: system monitoring audit checks.
4. Attention to welding practices, particularly of earthing
5. Availability & use of gauges.
6. Quality of repairs and attention to schedule items

II. SICK LINE RELATED ITEMS

7. Adequacy of lifting facilities
8. Attention to welding practices particularly earthing
9. Vacuum cylinder overhauling
10. Air pressure/vacuum testing of stock after repairs in sick line.
11. NTXR rejection and analysis thereof.
12. Road access and availability of material handling equipment

III. MANGEMENT INFORMATION SYSTEM

13. Analysis of failures.
14. Analysis of average examination time
15. Compliance of imprest items and availability of critical materials like brake blocks, brake block keys, brake gear pins, etc. Analysis of non -moving items
16. Trend of expenditure – unit cost and inventory
17. Identification of training needs and training
18. 100% implementation of safety related modifications
19. Use of bulb cotters in place of split cotters
20. Ultrasonic testing of axles. Please make surprise check of an axle already cleared.
21. Provision of spare templates for worn out wheel profile for tyre-turning of wheels
22. Analysis of freight trains

    - Examined in loaded/empty condition
    - Running with invalid BPCs
    - Coming for intensive exam. With open doors.

IV. INTENSIVE EXAMINATION OF VACUUM BRAKE TRAINS

Ensuring 100% rolling-in-examination for loose brake gears/skidded wheels/hot box before intensive examination. Is BOX feeling done after train comes to a halt.

BRAKE GEAR AND WHEELS

1. Complete inspection of running gear fittings
2. Correct fitment of Bk Gear pins, split pins & bulb cotters
3. Trapping and gauging of wheels
4. Check wheels free from defects as per IRCA rule book
5. Hand brake to check for working.
6. Check empty load box in correct handle position & connection.

SAFETY FITTINGS

7. Checking of safety brackets, safety loops and safety fittings
8. Checking correct and sound fitment of AR/VR holding straps

BOGIE FRAMES AND SPRING GEARS

9. Check for cracks on horn gaps
10. Replace cracked/broken springs
11. Repair cracks/welding failures of SSB/DSB
12. Check spring cambers for over loading
13. Bridle bar fitment.

BRAKE POWER

14. Check for adequate pressure/vacuum level
15. Ensure proper adjustment of piston stroke
16. Leakage rate should be within prescribed limit.
17. Check for proper mating of brake block on wheel treads
18. Check, correctness of 'A' dimension clearance of SAB regulator and ensure proper working.
19. Ensure brake block thickness above 20 mm.
20. Ensure minimum of 95% brake power and six out of eight wagons in front and rear to be operative.
21. Fitment of quick coupling / Adopter 'B' in brake van to be ensured.

MISCELLANEOUS

22. Check buffer heights.
23. Check proper security of doors (covered wagons)
24. Check proper packing/lashing and securing of consignment
25. Inspection of draw and buffing gears
26. Ensure proper locking of CBC/proper tightening of screw couplings

V. INTENSIVE EXAMINATION OF AIR BRAKE TRAINS

Ensuring 100% rolling-in-examination for loose brake gears/skidded wheels/hot box before intensive examination.

BRAKE GEAR AND WHEELS

1. Complete inspection of running gear fittings
2. Brake rigging pins & safety brackets in proper working condition
3. Tapping and gauging of wheels to be ensured.
4. Wheels to be checked and should be free from defects as per IRCA rule book.
5. Hand brakes of wagons to be fully released.
6. Operating handle of empty load box in correct position

BRAKE POWER

1. Check brake pipe pressure and ensure :

	No. of wagons	**Engine**	**Brake. Van.**
a)	Upto 56 Wagons	5.0 kg / Cm2	4.8 Kg/ Cm2
b)	Above 56 Wagons	5.0 Kg/Cm2	4.7 Kg/Cm2

2. Ensure leakage rate within prescribed limit.
3. Proper adjustment of piston stroke. Ensure within specified limit after brake application.
4. Proper mating of brake block on wheel treads.
5. Proper working and correct 'A' dimension clearance of SAB Regulators.
6. Ensure minimum percentage of operative cylinders as peer specified limits.
7. Ensure continuity of brake pipe connection and conduct continuity test.
8. Ensure working of guards' emergency brake valve and proper fitment and working of quick coupling.
9. Ensure brake cylinder piston fully inside and brake blocks having clearance from wheels, after release of brakes.

MISCELLANEOUS

1. Ensure all angle cocks (except at rear end of train) are kept open
2. Ensure Isolating cock of DVs to be in open position
3. Ensure BP & FP coupling at rear end of train is placed on support
4. Ensure CBCs are properly locked and operating handles properly secured.
5. Ensure proper closing of doors.

ADDITIONAL ITEMS FOR BOBR/BOBR'N' WAGONS

1. Load sensing Device (LSD) to be checked for proper working

2. Ensure clearance between operating value and spring buffer (LSD) within specified limits.
3. Bolts and nuts of LSD to be properly tack Welded.

VI. SUPER CHECKING OF EXAMINED LOADS IN YARDS

BRAKE GEAR

1.Correct size of fitment of bk. Gear pins, split pins & bulb cotters
2. Correct sitting of brake blocks, brake shoe key & bulb cotters.
3. Hand brake working
4. Empty load box in correct handle position & connection

SAFETY FITTINGS

5. Availability of sound safety brackets/loops
6. Correct and sound fitment of AR/VR holding strap

BOGIE FRAMES AND SPRING GEARS

7. Cracks on horn gaps
8. Bridle bar fitment
9. Spring breakages/cracks
10. Welding failures in SSB/DSB
11. Overloading of wagon.

BRAKE POWER

12. Check of pressure/vacuum level
13. Proper adjustment of piston stroke
14. Leakage rate within prescribed limit
15. Proper mating of brake block on wheel treads
16. Proper working and correct 'A' dimension clearance of SAB regulators
17. Brake blocks thickness to be above 20 mm.
18. Six out of eight wagons to be operative in front and rear of load
19. Fitment of quick coupling/Adopter 'B' in the brake van
20. Ensure a minimum of 85% brake power for end-to-end running and 100% brake power for close-circuit running of Air Brake rakes.

VII. GUARD AND DRIVER CHECK(EXAMINATION)

21. Knowledge of Guard and Drivers of items to be checked.
22. Quality of check being done by Guard/Driver
23. Check for correct method of continuity test being done by Guard & Driver

24. Endorsement of GDR check on BPC by Guard/Driver