

Activities of Different sections

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SSE /C&W

This SSE (C&W) is under the administrative control of the Divisional Safety Officers, but is responsible to Sr.DME (C&W) for all technical matters concerned with the safety of Rolling stocks.

➤ The Mechanical Department is divided based on the activities as :-

➤ **Carriage & Wagon**

➤ **Locomotive (Running)**

➤ **Workshops**

➤ C & W Organization functions under the control of PCME of the Zonal Railway assisted by-

➤ CRSE for open line –C&W functions.

➤ CWE for Workshops – Maintenance repair of Carriage & Wagons.

➤ Functions of C & W Organization:-

- To maintain the coaches and wagons in good fettle.
- Ensuring availability of coaches and wagons as and when required by the traffic department.
- Undertaking the different repairs that can.
- Planning for the future requirements in terms of rolling stocks, infrastructure, manpower etc.

- The major areas of work involved in a depot are divided into smaller areas.
- Supervisor will head each.
- Based on the size of the depot and availability of supervisors, the rank may vary from place to place. For Example-
- **SSE – Co-ordination**
- **SSE – Stores**
- **SSE – Maintenance**
- **SSE - ART**
- **SSE – IOH, sick line and so on.**
- **SSE- Laundry**

Activities of Coaching Depot:-

(I) Maintenance of Coaches:-

- There are different types of maintenance like primary, secondary and turn round.
- The depot to which the rake has been allotted is termed as primary maintenance depot where the trains are examined and certified fit in all respects.
- In secondary maintenance, at the terminal station the trains are checked and certified fit for its return trip and in turnaround maintenance, the necessary attention will be given at the platform itself.

(II) Repairs to the defective coaches:-

- During service, due to wear and tear, varying load conditions and so many other factors, defects are likely to arise in a coach.
- Whenever a coach is diagnosed with a defect, it needs to be repaired so that the coach is made fit for traffic use.
- For this purpose, a sick line with sufficient infrastructure will be provided.

(III) Reception and dispatch of Trains:-

- The trains which have been maintained and kept ready for movement needs to be dispatched.
- Trains, which are reaching the terminating, stations needs to be received for further work.
- All these activities will be undertaken in the platform.

(IV)Stores:-

- For supplying all the spares, consumables and other items needed to maintain the rakes.
- A Stores with all the requisite materials are always kept ready for disposal.
- As and when materials are required, they are drawn from the stores and the material is charged against that activity.
- As and when, the material has come to the minimum level; the stores personnel again recoup the same.
- The depot also has various Machineries and Plants required to undertake the different repairs in the coaches.
- Periodical maintenance, repairs and replacement of these are taken care of by the stores department.

(V) IOH:-

- Coaches which are covering more than 1.25 lakh kms in 9 months must undergo Intermediate overhaul in the nominated depots.
- Which involves work like running out the bogies, overhauling all the components in the bogie, buffers, screw couplings, repairs to the interior components, overhauling and testing of the brake system, wheel reprofiling etc.



(VI) ART – Accident Relief Train:-

- In case of any accident for faster and quicker restoration work Accident relief trains are situated at various locations in each Railway.
- An ART may comprise of Medical Relief Van, MFD and Crane.
- Depending upon the seriousness of the accident and the assistance required any of the 3 could be pressed into service.
- A Senior supervisor assisted by many supervisors and staffs are always kept in readiness to rise to the occasion.

(VII) Data Base Management:-

- In every depot the data pertaining to the Coaches of their holding will be maintained.
- For this purpose, a history card is being maintained for each and every coach which gives the complete history of the trains in which the coach has run, when and for what reason a coach was marked sick and the different repairs which has been undertaken on the coach.
- The other maintenance requirements such as coaches due for different schedules, rake disturbance in enroute and at the destinations, coaches marked sick within 100 days of POH can be obtained for investigation purposes.

The different documents to be maintained in a depot are:-

Register	Details
RS 1	Repairs carried out on a rolling stock
RS 2	Oiling Register
RS 3	Repacking register
RS 4	Vacuum testing and repair register
RS 5	Incoming driver's report on brake power
RS 6	Brake power Certificate
RS 7	TXRs' Dairy
RS 8	Hot Box register
RS 9	Wheel Transaction register

The different documents to be maintained in a depot are:-

Register	Details
RS 10	POH register
RS 11	Repairs carried out on the interior components
RS 12	Leaky Wagon Register
RS 13	Fire Extinguisher Maintenance
RS 14	Passenger Emergency Tool Box
RS 15	TXRs' Hand Book
RS 16	Sick Memo
RS 17	Fit Memo
RS 18	Deficiencies in Rolling stock
RS 56	DRS Card

THANK YOU