

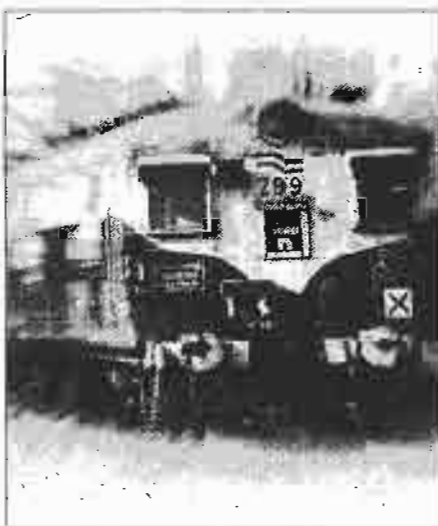
Mancheswar coach factory scripts a success story

Rajaram Satapathy | TNN

Bhubaneswar: Mancheswar coach repair workshop, which came under scanner two years ago as a possible source of scrap smuggling in the aftermath of judo coach Biranchi Das' murder, has become a flagship unit of the East Coast Railway (ECoR), handling more coaches and disposing them at shortest possible time. It is now overhauling an average 100 coaches a month. The number is expected to touch 150 by 2013 once the current expansion work undertaken at an investment of about Rs 25 crore is completed.

"We have improved our performance in every level ranging from number of coaches handled to their quick disposal. The workshop was turning out 720 coaches per month earlier with 1,220 staff. This has since reached 1,300 coaches in 2009-10 with 1,365 staff. The days for completing the work on each coach has also been reduced from 33 to 17," chief works manager of the workshop S.K.Pankaj said. He attributed the rise in productivity to introduction of "group incentive scheme" (GIS) in 2003 in line with Tirupati carriage repair shop.

The Mancheswar carriage repair workshop was started in 1978 and the first delivery was made in 1983 December. "Though the workshop was set up to turn out four coaches per day, manpower initially sanctioned could manage to do two only. Till 2000 it could repair 40 to 42 coaches per month. The turnaround came with internal restructuring followed by the in-



The factory, which has become a flagship unit of the East Coast Railway, is now overhauling an average 100 coaches a month. The number is expected to touch 150 by 2013 once the current expansion work undertaken at an investment of about Rs 25 crore is completed

roduction of the GIS," Pankaj said. He said as per the new guidelines anti-skid flooring and curtains that do not catch

fire and host of other facilities for making passengers' journey comfortable and safe are being used in the coaches. The railway board has decided to provide curtains in AC-3 tier compartments for ensuring privacy to the travelling public. It has also been decided to remove the third side berth in coaches as it was found creating a lot of discomfort to the passengers. "We are on the job and the work would be completed soon," he said. The ECoR has 1,850 coaches, including 280 AC, under its possession, he added. According to Pankaj, being closer to the sea, coaches in use in this region are prone to corrosion, a problem not seen with the same degree in other sectors of Indian railways. "In order to overcome the problem, special steel floors and colour coating are used," he said.

On the issue of alleged scrap smuggling, the chief manager declined to elaborate. "The matter is pending in the court and under CBI investigation," he remarked. He however said an estimated 800 tons of scrap is generated in the workshop per annum, half of which of "high quality" is sent to the wheel factory in Bangalore for reuse. The remaining quantity, mostly "mixed scrap" is auctioned and sold in the open market. "The scrap is disposed in a transparent manner. Special measures have also been initiated to check possible theft of scrap from the workshop. This includes sealing the main gate jointly by the Railway Protection Force and a staff nominated daily by the workshop," he said.

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Mancheswar rly workshop to repair 150 coaches

Rs 25 crore to be invested

PNS ■ Bhubaneswar

The Mancheswar railway carriage repair workshop is on an expansion mode. It plans to repair 150 railway coaches in the next three years. "In order to achieve this stupendous task, railway has proposed to invest Rs 25 crore on the expansion programme of the workshop," said chief workshop manager SK Pankaj on Thursday.

Taking a delegation of journalists to the workshop to acquaint the later with first-hand experience of repairing and maintenance of coaches, Pankaj said the workshop is currently repairing as many coaches as possible per month. "It has been achieved because



of the workers' support and modernisation programme taken up in the workshop in the last four to five years," he said. The Mancheswar workshop is set up in an area of 314-acre of land but the workshop area is confined to 121 acres.

In 2009-10, the coach factory produced 1300 coaches. "We have set an target to produce 1344 coaches this year. For each coach, the workshop

spends nearly Rs 7 lakh on an average," he said, adding that 205 coaches were fitted with emergency light during 2008-09. Similarly, 326 coaches were fitted during 2009-10. He further maintained that the coaches are being destroyed mostly because of corrosion.

On the issue of production of scrap, he said nearly 800 metric tonnes of scraps are produced over a year. "Out of it 400

metric tonnes are sent to rail and wheel factory, Bangalore and the rest are being auctioned on an open market in a transparent manner," he said.

In order to stop the theft of scrap, security across the workshop has been intensified. "No truck or any vehicle can go outside the workshop after 6-20 pm without a written order of the higher authority," he said.

On the other hand, a glance at the workshop can change one's perception to the working of a railway coach factory. Workers are working comfortably and continue to work with dedication and zeal. The factory produced 530 coaches in 2000-01 which has reached to 1300 by 2009-2010.

Chief Public Relation Officer (CPRO) SM Mehta said the workshop has set up a quality management system and had been awarded the ISO 9001:2000 certificate. "Recertification, under provision of ISO 9001:2008 is under process," he said.

● COACH REPAIR

Carriage workshop set for massive capacity expansion

Express News Service
Bhubaneswar, April 29

A FRESH dose of Rs.25 crore investment will enable Mancheswar Carriage Repair Workshop of East Coast Railways (ECoR) add significantly to its capacity.

The unit targets repair and overhauling of 150 coaches a month by 2013-14.

Currently, it services 106 coaches monthly.

The workshop which managed repair of just about 530 coaches in 2001 is able to overhaul

1,300 coaches at present. During the period 2003-09, there have been two phases of investment in expansion totalling Rs 7 crore which helped add to the capacity.

With the new investment, repair capacity will reach the 150 coach mark. It will even be able to service 20 to 30 coaches of other divisions, Chief Workshop Manager S K Pankaj told mediapersons.

In fact, the outturn of the workshop start-

ed improving in 2001 once a group incentive scheme was introduced for employees and effectiveness rose by 60 per cent. In the last one year, the out-turn span was reduced from 33 to 17 days for a coach.

One of the major challenges for the workshop being corrosion of the coaches for plying in the coastal region, special attention is being given to it. To fight the problem, new anti-corrosive steel produced by SAIL is used now.

The ECoR, which is self-sufficient, has a holding capacity of 1,895 coaches, 1,600 being non air-conditioned ones. Every year, Rs 100 crore

is spent on the repairs.

Pankaj also informed that enforcement has been beefed up in the workshop in the aftermath of the scrap smuggling controversy which led to a Crime Branch probe in 2008. The workshop generates 400 tonne scrap from wheels and bearings which is auctioned in open market while another 400 tonne mixed scrap is directly sent to Rail and Wheel Factory, Bengaluru.

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Statesman - 30.4.10

CRW Mancheswar on expansion mode

|| Statesman News Service

BHUBANESWAR, APR 29: The Carriage Repair Workshop of East Coast Railway (ECoR) here has embarked upon an ambitious Rs 25 crore expansion programme to increase its capacity by 50 per cent.

"Work for expansion of the workshop to augment its capacity from 100-110 coaches per month to 150 coaches per month is likely to be completed by 2013-14," chief works manager of the workshop, Mr SK Pankaj told reporters today.

Measures initiated for civil construction and additional infrastructure and structures initiated and Railway's Central Organisation for Modernisation of Workshop (COFMOW) has been engaged for procurement of machines.

"The expansion being undertaken at an investment of Rs 25 crore is expected to meet the increasing demand for coaches," Mr Pankaj said.

The Carriage Repair Workshop, Mancheswar, one of the youngest workshops under the railways undertaking periodic overhauling of all coaches of East Coast Railways has registered record performance targets over the year.

The workshop, with a work force of 2,000 and spread over an area of 314 acres in Mancheswar area here, repaired 1300 coaches in 2009-10 and aims at repairing 1344 coaches, including AC coaches, he said.

CRW has a capacity of holding 100 coaches



The Carriage Repair Workshop, Mancheswar. || SNS

per month, which is sufficient as per present requirements of the East Coast Railway.

Besides augmenting capacity and technology, the workshop has strengthened security to prevent scrap theft following an alleged scam that surfaced in the aftermath of the killing of a city-based judo coach, he said. The main gate remains sealed from 6.20 pm to 6.30am, preventing passage of vehicles without written permission. The sealing of the gate is handled jointly by workshop and Railway Protection Force (RPF) personnel.

While 400 tonnes of scrap generated per year from wheel turning and boring work go to Rail and Wheel Manufacturing unit in Bangalore for use, another 400 tonnes of mixed scrap are auctioned through open tender, Mr Pankaj said.

Maintaining that the focus is on keeping the coaches fit for operating, the chief works manager said the workshop, which celebrated its silver jubilee in November, 2006, at present handles mostly the coaches under ECoR numbering 1895, including 287 AC coaches.

With augmentation of capacity, the work-

shop would be able to undertake repair of coaches from other zones too.

He said it is mandatory for every train coach to be sent for repair work once in 18 months, earlier the mandatory repair period was one year. Mr Pankaj said use of corten steel instead of normal iron and steel had checked corrosion of coaches. More attention is required to handle corrosion, wheels and berths, Pankaj said.

CRW here has done wonders for the East Coast Rlys ensuring availability of coaches by reducing the outturn time and meeting all targets, said the outturn time had been reduced from 38 days to 17 days. This led to availability of extra coaches and helped East Coast Rly to meet all its targets as far as introducing special trains.

East Coast Rly has 1895 coaches of which 1608 are non-AC and the average age of these coaches are around 10 years, he informed.

Though the costs of repair and restoration of coaches vary, at least Rs 7 lakh is spent per coach and this includes the staff and material costs, he said. Mr Pankaj said a group incentive scheme introduced in the carriage repair shop since 2003 had helped increasing the outturn by more than 60 percent. Till 2001 the workshop was turning out 40 to 42 coaches only per month, this went up to 60 coaches and now to 100 coaches.

The workshop has set up a quality management system and has been awarded ISO 9001:2000 certificate in 2003.

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