

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2019/M(PU)/1/36

New Delhi, dated 01.05.2020

The General Managers,
Integral Coach Factory, Perambur, Chennai,
Rail Coach Factory, Kapurthala,
Modern Coach Factory, Raebareli,
Central Railway, Mumbai,
South Eastern Railway, Kolkata.

Sub: Revised Coach Production Programme for the year 2020-21

Ref: This office letter no. 2014/M(PU)/1/37 Pt-II dated 24-01-2019

In supersession of the Coach Production Programme for 2020-21 issued vide the letter under reference above, the revised coach production programme for the year 2020-21, duly approved by Railway Board is enclosed as Annexure for necessary action, please. It may be noted that this revised coach production programme for 2020-21 is subject to further modifications.

This issues with the concurrence of the Finance Directorate of the Ministry of Railways.

Akhan

(Ahmed Wasi Khan)

Director Mech Engg (P-I)

For Director Mech Engg (PU)

DA: As above

No. 2019/M(PU)/1/36

New Delhi, dated 01.05.2020

Copy forwarded for information to:

PFA's

ICF, RCF, MCF, SE Railway, Central Railway.

[Signature]
For Financial Commissioner, Railway Board

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6. RS(WTA), F(S)I, M(L) Branches of Railway Board
7. EDS/Carriage/RDSO

PRODUCTION PROGRAMME FOR COACHES 2020-21 (REVISED DATED 01.05.2020)

	Coach/ Product Variants	ICF	RCF	MCF	Haldia	MRCF Latur	Total
LHB COACHES	LWFAC	13	4	5	0	0	22
	LWFAC Tejas*	0	0	21	0	0	21
	LFCWAC	33	6	30	0	0	69
	LWACCW	168	70	57	0	0	295
	LWACCW Tejas*	0	0	80	0	0	80
	LWACCN	440	182	192	0	0	814
	LWACCN Tejas*	0	0	185	0	0	185
	LWACCN (Humsafar)	0	0	0	0	0	0
	LWACCN Garib Rath	283	273	0	0	0	556
	LWCBAC	93	22	36	0	0	151
	LWCBAC Tejas*	0	0	20	0	0	20
	LWCBAC (Humsafar)	0	0	0	0	0	0
	LFCZAC	0	0	0	0	0	0
	LSCZAC	21	4	29	0	0	54
	LFCZAC Tejas*	21	0	0	0	0	21
	LSCZAC Tejas*	128	0	0	0	0	128
	LWSCZ	69	8	89	0	0	166
	LS (Deen Dayalu)	270	199	297	0	0	766
	LS (Antyodya)	0	0	0	0	0	0
	LWSCN	1164	396	742	0	0	2302
	LWSCN (Humsafar)	0	0	0	0	0	0
	VP/Parcel Van/LHB	0	385	0	0	0	385
	Power Car/Brake Van Tejas Sleeper**	0	0	36	0	0	36
	Power Car/Brake Van Tejas Sitting**	25	0	0	0	0	25
	Power Car/Brake Van Garib Rath**	0	0	0	0	0	0
	Power Car/Brake Van Antyodaya**	0	0	0	0	0	0
	Power Car/Brake Van Humsafar**	0	0	0	0	0	0
	Power Car/Brake Van**	239	92	147	0	0	478
	Under slung SLR**	0	0	0	0	0	0
	RA	7	0	0	0	0	7
	AC RA	4	0	0	0	0	4
	Oscillograph/Rest Car (RDSO)	5	0	0	0	0	5
Vistadome coaches	35	0	0	0	0	35	
Training Cars	6	0	0	0	0	6	
Total LHB	3024	1641	1966	0	0	6631	
SELF PROPELLED COACHES	3PH EMU MC (Air cond.)	20	0	0	0	0	20
	3PH EMU TC (Air cond.)	40	0	0	0	0	40
	3PH EMU MC* (Non Air cond.)	8	0	0	0	40	48
	3PH EMU TC* (Non Air cond.)	16	0	0	0	80	96
	3PH MEMU Type trains MC	150	70	30	0	10	260
	3PH MEMU Type trains TC	450	210	90	0	30	780
	3 PH DMU DPC	16	0	0	0	0	16
	3 PH DMU TC	80	0	0	0	0	80
	3 PH K Metro MC	36	0	0	0	0	36
	3 PH K Metro TC	36	0	0	0	0	36
	8W OHE	60	0	0	0	0	60
	Train set coaches*	240	0	0	0	0	240
	(HS)SPART	33	0	0	0	0	33
	SPIC	20	0	0	0	0	20
	Total Self Propelled	1205	280	120	0	160	1765
OTHER COACHES	NMR Coaches	13	0	0	0	0	13
	3PH EMU MC MUTP III (Air cond.) NON RSP	80	0	0	0	0	80
	3PH EMU TC MUTP III (Air cond.) NON RSP	80	0	0	0	0	80
	OTHER NRC/NON RSP	0	16	90	0	0	106
	Total Other Coaches	173	16	90	0	0	279
GRAND TOTAL COACHES	4402	1937	2176	0	160	8675	

FOOTNOTES:

1. Programme for 5 rakes each of sitting and sleeper versions of Tejas has been given along with spares. This is subject to increase ~~later~~ based on assessment of requirement by Railway Board.
2. MEMUs are required in large numbers. PUs may give priority to manufacture of MEMUs during the year.
3. ** Power Cars/Brake vans consist of multiple variants like LDSLR, LWLRRM etc. Rakes should be turned out in general with one power car with DA set and one brake van without DA set. However, population of power cars in a Zonal Railway will guide the actual requirement of the variants for a particular rake. This will be communicated along with the rake plan.
4. All coaches need to be turned out as full rakes, the plan for which will be given from time to time. Short composition rakes may not be accepted by Traffic.
5. Shortages in rakes already turned will need to be made up at first opportunity.
6. Non-RSP coaches are to be built only after clear realization of funds. If sufficient orders as per this programme do not materialize for non-RSP coaches, RSP coaches may NOT be built in lieu thereof unless clear instructions from Railway Board exist for the same.
7. This Programme is subject to revision. * Specifically, numbers of train set coaches and Tejas coaches may change during the course of the year.

Archa