

S NO. 114

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS  
(RAILWAY BOARD)

No.95/M(C)/141/1

New Delhi, dated 31.1.07

The General Manager (Mech)  
The General Manager (Optg)  
All Indian Railways

The Director General(Carr)  
RDSO, Lucknow

The Executive Director,  
CAMTECH, Gwalior

The CCRS, Ministry of Civil Aviation,  
Lucknow

Sub: Revised maintenance pattern of coaching trains - Running upto 3500 Kms in a round trip with terminal attention at the other end(s)

Please call for this office letter No. 2003/M(C)/141/19 Pt dated 1.5.06 as also subsequent letters adding more trains for being permitted to run upto 3500 Kms without mandatory pit line maintenance at the other end on a trial basis.

Board have now decided that in partial modification of Policy Circular No.4 (Rev. Oct,2001) issued vide this office letter of even No. dated 29.10.2001 read with clarifications/modifications issued vide letters No.95/M(C)/141/1 dated 09/18.7.2002, No.2003/M(C)/141/19 dated 02.3.2006 and 98/M(C)/137/19 dated 08.03.06, coaching trains may be permitted to run upto 3500 Kms in a round trip with terminal attention at the other end in lieu of mandatory pit line maintenance. With this the maintenance pattern of coaching train shall stand revised as annexed. Mandatory conditions prescribed for round trip running of upto 2500 Kms as contained in Annexure to this letter of even No. dated 29.10.01 shall apply in this case also. A copy of these conditions is again enclosed for ready reference.

While implementing these instructions following should be scrupulously followed:

- (i) CME of the Railway on which base depot of the rake is located will personally satisfy himself that mandatory condition applicable to primary end is fully satisfied.

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- (ii) CME of the Railway on which base depot or the rake is located shall not permit 3500Km round trip operation without first obtaining a certificate from the CME of the Railway where terminal attention is proposed in place of pit examination certifying that proper facilities exist at the location where proposed terminal attention is to be given in accordance with the conditions stipulated in the Annexure to this office letter of even No. dated 29.10.01 and that the internal cleaning of coaches including toilets shall in no way compromised by such replacement of pit line maintenance with terminal attention.
- (iii) Functions assigned to CMEs in (i) and (ii) above shall not be delegated

Where there is a need to enter into a contractual agreement for certain services as a part of terminal attention the same should be brought in place within three months of the decision to provide terminal attention at such a location being given. The system of running upto 3500 Kms in a round trip should actually be implemented after ensuring availability of such a contractual arrangement.

Encl: as above

*Arvind Nautiyal*  
( Arvind Nautiyal )  
Dir.Mech.Engg(Chg)  
Railway Board

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Encl: as above

*Arvind*  
( Arvind Nautiyal )  
Dir.Mech.Engg(Chg)  
Railway Board

## MAINTENANCE PATTERN OF COACHING TRAINS

(Revision – January 2007)

Annexure to letter No.95/M(C)/141/1 dated 31.1.07

Sl.	Category of train	Preventive maintenance schedules at pitline	Under gear examination and brake system maintenance at pit line	Internal cleaning, passenger amenity attention and watering	External cleaning on nominated line with proper facilities	Enroute/Terminating Examination	Brake system check prior to start at platform at the other end
1.	Mail/Exp. One-way run>3500Kms.	At primary end	At both the ends	At both the ends	At both the ends	<b>Enroute</b> After every 250 to 350 Kms of run. at Locations to be decided by Railway for each train. <b>Terminating Exam</b> Terminating station	Complete air brake testing with issue of fresh BPC
2.	Mail/Exp. One way run<3500Kms but round trip run>3500Kms.	At primary end	At both the ends	At both the ends	At both the ends	- do -	-do-
3(a)	Mail/Exp. Round trip run upto 3500Kms	At primary end	Only at Primary end	At both the ends	At Primary end	- do -	Only continuity check if stabled at platform, <b>otherwise</b> , brake power check with endorsement on original BPC

3(b)	<b>Interconnected Mail/Exp. Round trip run upto 3500Kms</b>	At primary end	To be done after 3500Kms. Or 96 hours after the issue of original BPC whichever is earlier, only at Primary end	At primary end and each terminal	At Primary end	<b>Enroute</b> After every 250 to 350 Kms of run. at Locations to be decided by Railway for each train. <b>Terminating Exam</b> Each terminating station	-do-
4.	<b>Passenger trains with toilets including interconnected passenger trains /Shuttles</b>	At primary end	-do-	-do-	At Primary end	-do-	-do-
5.	<b>Passenger trains without toilets</b>	At primary end	To be done after 3500Kms. Or 7 days whichever is earlier only at Primary end	-do-	At Primary end	Once a day at primary end or at nominated terminal	-do-

- Internal cleaning , Passenger amenity attention and watering may be done at Platform line or nominated stabling line provided stipulated facilities are available at such line
- Incase the rake stabled in yard for more than 6 hours positive safety arrangement should be made for the rake and in case the security is considered inadequate, the rakes should be taken to pit line for attention to under gear as given under column (4) above.

**APPROVED MANDATORY CONDITIONS TO BE FULFILLED**  
**PRIOR TO INTRODUCTION OF ROUND TRIP PRIMARY**  
**PATTERN OF MAINTENANCE ON COACHING TRAINS**

The following mandatory conditions should be fulfilled prior to introduction of **round trip/ Kilometers based PRIMARY** maintenance pattern on any passenger carrying train on Indian railways:

**PRIMARY END:**

1. The attention during primary maintenance should be made more intensive with special emphasis on the following aspects :
  - i) The brake gearing should be properly adjusted including the slack adjuster 'A' dimension & the brake cylinder stroke to ensure 100% brake power.
  - ii) Brake blocks should be changed in only as bogie sets.
  - iii) All missing passenger amenity fittings must be replaced and the rake must be turned out as 'Zero-Missing-Fitting' rake.
  - iv) Intensive cleaning of coach toilets
2. Clear maintenance time of 6 hours should be ensured at Primary end to enable intensive attention.
3. Provision of proper washing cum maintenance pit line facility with adequate testing equipment and High pressure jet cleaning plant at primary end
4. Adequate gang strength with proper supervision to ensure intensive attention.

**THE OTHER END:**

5. Fresh BPC should be issued wherever the brake power check is provided in the Revised Coaching Maintenance pattern.
6. Whenever the lie-over is more than 2 hours at the platform or the rake is stabled in the yard, the rake should be locked and positive security should be provided.

7.

The minimum infrastructure to be provided at the platforms from where trains are returned without secondary maintenance should consist of :

- i) One storage room for essential safety and passenger amenity item.
- ii) Road transportation facility for ferrying material from the main depot
- iii) Mobile high pressure cleaning machines in adequate numbers.
- iv) 2" water connection at both the ends of the platform for quick filling of high pressure jet cleaning machines
- v) Washable apron on the platform lines with covered drains to facilitate movement of maintenance staff.
- vi) Walkie-Talkie/Radio trunking sets for quick and easy communication
- vii) Standard watering hydrants
- viii) Flood light at the platform ends for rolling-in examination at night and 110 V. Inspection lights along the side of the track for night examination of the under gear

8.

A joint safety certificate covering each clause of the mandatory conditions will be issued by Mechanical and Operating branches at Divisional level prior to changing over any train to the revised coaching maintenance pattern. No relaxation will be permissible except with approval of the Board on case to case basis.