



भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
रेलवे बोर्ड Railway Board



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

(E-File No. 3188519)
New Delhi, Dated- 28.09.2022

PCMEs
All Zonal Railways

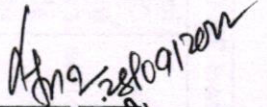
Sub: Maintenance pattern for Bharat Gaurav Trains and other tourist special trains.

**Ref: i. Railway Board's letter no. 95/M(C)/141/1 Pt dated 14.06.2017.
ii. Railway Board's letter no. 95/M(C)/141/1 Pt dated 01.05.2021.**

In continuation of the above guidelines, with the approval of AM/ME/RB, maintenance pattern for Coaching train under **Sr. NO. 7** is further modified for provision of maintenance pattern for Bharat Gaurav Train and other similar Tourist special Trains.

Zonal Railways are accordingly advised to implement and further to send a monthly report to CAMTECH under intimation to this office.

PED/CAMTECH is advised to examine the report submitted by Zonal Railways and further to submit a report after three month with recommendation in this context further.


(सुमन कुमार ताती)

निदेशक / यांत्रिक इंजी. को.
रेलवे बोर्ड

C/- ED/Carriage/RDSO for kind information and necessary action please.

-PCMEs/ICF, RCF and MCF for kind information and necessary action please.

Annexure I to letter no. 95/M(C)/141/1 Part dated 28.09.2022.

Sr. No.	Category of Train	Preventive maintenance schedules at pit line	Under gear examination and air brake system maintenance at pit line	Internal Cleaning, passenger amenity attention and watering	External cleaning on nominated line with proper facilities	En-route/ Terminating Examination	Brake system check prior to start at platform at the other end
		I	II	III	IV	V	VI
7	Military special /Election Special trains/ Bharat Gaurav Trains/ Any other Tourist special Trains	At the Primary end only.	i. Generally to be done within 3500 KMs (for ICF rakes) or 4000 KMs (for LHB Rakes), or 7days whichever is Earlier. ii. Other end under Gear examination may be permitted only once.	At Primary end and at each terminals	At the Primary end only	i. En-route Examination: a. After every 250 to 350 KMs of run or at the next nominated TXR point to the stopping station. b. Locations to be decided by the Zonal Railway for each train. ii. Terminating Examination: At Terminating station	i. Only continuity check if stabled at platform, otherwise, ii. Brake power check with endorsement on original BPC
Remarks:							
VIII							
i. As there is no grade separation between loaded passenger trains and vacant passenger trains, it is imperative that the same safety standards are followed for both types of trains. ii. Once the train commences its journey, under gear and air brake system examination at pit line may be done on reaching the first destination mentioned in the BPC, irrespective of the distance travelled or time taken for this journey. iii. The BPC will indicate the first destination and at the first destination, if such a train is to re-originate without fresh examination, the Station Master will endorse the next destination on the BPC available with the Guard and Driver, provided the total distance / time limit from the point of last under gear examination till the final destination is not going to exceed the prescribed limit. iv. All necessary steps should be taken to ensure positive safety and security of the rake while stabling and in case the security is considered inadequate the rake should be taken to pit line for necessary attention.							

Am
28/09/2022