

भारत सरकार **GOVERNMENT OF INDIA**
रेल मंत्रालय **MINISTRY OF RAILWAYS**
(रेलवे बोर्ड **RAILWAY BOARD**)

No.2007/M(C)/13716 vol (xi)

New Delhi, dated 27.10.2017


**The Principal Chief Mechanical Engineers,
All Indian Railways**

Sub: Provision of Pit Wheel Lathes in Coaching Depots

Ref: Board's letter No. 97 M(C)/137/1 Vol (vi) dated 09.6.2004

With the imminent proliferation of LHB Coaches over IR, It has become essential to provide Pit Wheel Lathe over coaching depots of I.R. Zonal Railways were already advised vide letter under reference to make arrangement for wheel profiling facilities. This will facilitate timely action in case problems like wheel shelling are noticed on wheels.

In view of above, Board (MRS) has desired that pit wheel lathes may be provided in all coaching depots/EMU/MEMU/DEMU sheds having holding of more than 500 coaches.


27/10/2017.

(Dimpy Garg)
Exe. Director Mech. Engg(Chg)
Railway Board

Depot
SH-1
GIF
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GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 97/M(C)/137/1 Vol.VI

New Delhi dated 9.6.04

The Chief Mechanical Engineers,
All Indian Railways

Sub: Maintenance of high speed trains (more than 140 kmph)

Board (MM) has approved the setting up of the following infrastructure for maintenance of high speed trains (more than 140 kmph)


- i) Well lighted all weather covered area for under gear examination and maintenance of sub-assemblies.
- ii) Boundary wall for safety and security of the rake and the facilities.
- iii) Automatic washing plant at entry point.
- iv) Wheel profile measurement and re-profiling system.
- v) In situ wheel changing facility.
- vi) Automated and instrumented maintenance system in lieu of existing system based on visual inspection.

A separate bay with capacity for lifting and change of complete bogie will also be required.

On a long-term basis, facilities as listed above should be planned for.

These facilities should considerably reduce the number of ineffective coaches and associated shunting requirement. The quality and reliability of inspection and maintenance should also improve with lesser dependence on human judgement. Levels of safety and passenger amenity are likely to improve due to provision of these facilities.

Detailed layout plans; broad specifications of the equipment and estimated cost of the facility shall be drawn up by NR in consultation with RDSO/IR CAMTECH.


(D.C. Sharma)
Dir. Mech.Engg.(Chg)
Railway Board

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