



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



(E-File No. 3324599)

No. 2010/M(C)/650/2NMG

New Delhi, Dated- 26.05.2022

General Manager
All Zonal Railways

Sub: Maintenance pattern for NMG/NMGH/NMGHS Automobile Cars over IR.

Ref.: (i) Railway Board letter no. 2010/M(C)/650/2 NMG dated 04.11.2020
(ii) CAMTECH REPORT letter no. IRCAMTECH/M/GWL/NMG dated 08.10.2021

In order to optimize utilization of NMG/NMGH/NMGHS rakes, the Maintenance Pattern for NMG/NMGH/NMGHS is issued as **Annexure I**, in consultation with Traffic Directorate.

This supersedes all the instructions issued earlier for maintenance of NMG/ NMGH/ NMGHS Cars/rakes.

The above has the approval of the Board (MTRS and MOBD)

(सुमन कुमार तौती)
निदेशक / यांत्रिक इंजी. कोचिंग.
रेलवे बोर्ड

C/- PCMEs/All Zonal Railways for kind information and necessary action please.

Guidelines for Operation and Maintenance of ICF design NMG/NMGH/NMGHS

1. Following depots are nominated as base depot for NMG/NMGH/NMGHS automobile Cars/rakes as Examination points in the respective Railways:

Sr. No.	Railways	Workshop Nominated	IOH target	POH target	Adjoining Railways	Sr. No.	Nominated Examination Points (Coaching depots)
			Per year				
1	CR	PR	250	250		1	Bhusaval(BSL),
						2	Manmad(MMR)
						3	Miraj Jn. (MRJ),
						4	GCMC (Ghorpuri Coaching Maintenance complex)
					KR		
2	NR	JUDW	350	350		5	Ambala (UMB)
						6	Amritsar(ASR)
						7	Shakur Basti (SSB)
						8	Delhi Sarai Rohilla (DEE)
					NWR		
3	NER	GKP	100	100		9	Lalkuan (LKU)
						10	Kasganj (KSJ)
					NCR		
4	NFR	NBQS	50	50		11	Alipurduar Jn. (APD)
						12	Bongaigaon (NBQ)
					ER		
					ECR		
5	SR	GOC	250	250		13	Tondiyarpet(TNPM),
						14	Tambaram (TBM),
						15	Madurai(MDU)
					SCR		
					ECor		
					SER		
6	SWR	MYS	100	100		16	SMVT Bengaluru,
		UBL	100	100		17	Yashwantpur (YPR)
7	WCR	CRWS	25	25		18	Rani Kamalpati (RKMP)
					SECR		
8	WR	Lower Parel	200	200		19	Udhana
						20	Valsad
						21	Sabarmati (SBI)
						22	Kankaria (KKF)

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2. Zonal Railways to make exclusive rakes of NMG/NMGH/NMGHS cars to the extent possible.
3. While formation of rakes, it should be ensured that NMG coaches are not intermixed with NMGH/NMGHS Coaches.
4. NMG/NMGH/NMGHS rakes will normally be examined only in the 22 Coaching depots, as nominated above.
5. The examination of NMG/NMGH/NMGHS rakes in yard and on non-Pit lines is not permitted.
6. The nominated depot as mentioned above may issue Premium examination BPC with validity of 6000 KMs or 15 days whichever is earlier (12 Days+03 days as grace period for last loading) after pit line examination for **NMGH/NMGHS** rakes only.
7. From the above 22 nominated depots, BPC for **NMG** rakes may be issued with validity for 5000 KMs or 12 days whichever is earlier (10 Days+02 days as grace period of last loading) after pit line examination.
8. In exceptional circumstances only, Pit line Examination of **NMG/NMGH/NMGHS** may also be done at any other coaching depots/any other pit line examination points, other than the above nominated depots.
9. However, from any other depot other than the above 22 depots, BPC will be issued for NMG/NMGH/NMGHS with validity for **only one** next loading and unloading cycle within 3500 KMs or 07 days, whichever is earlier (05 Days+02 days as grace period of last loading) after pit line examination.
10. **NMG/NMGH/NMGHS** Automobile Cars becoming POH/IOH due within 7 days will never be permitted from any of the above 22 nominated examination points and accordingly such cars shall be detached at these nominated examination points only.
11. Whereas, from examination points other than the above 22 nominated points, POH/IOH Overdue/Due **NMG/NMGH/NMGHS** automobile cars **may be permitted up to one month from due date of IOH/POH**. This is basically to avoid higher in-effective due to scattered detachments of NMG/NMGH/NMGHS.
12. Full composition of NMG/NMGH/NMGHS rake shall be ensured at all of these above examination points.
13. NMG/NMGH/NMGHS Automobile Cars whenever becomes defective and detached in adjoining Railways, should be sent to the nearest nominated depot in nominated Zonal Railways only.
14. BPC for all NMG/NMGH/NMGHS rakes in operation must be issued through CMMS without fail.
15. All workshops should to convert eligible NMG coaches necessarily into NMGH/NMGHS as per the directives issued by Board vide letter no. 2020/M(C)/650/2 dated 03.01.2022.
16. All data related to conversion into NMG/NMGH/NMGHS from ICF coaches, and subsequent attentions in IOH/POH/A-schedule/B-schedule, pit line examinations Etc. should scrupulously be uploaded on CMMS, including Corrosion diagram. GM/CRIS and PCMEs/Zonal Railways to ensure this.
17. Adequate material and infrastructure including provision of additional pit line in the above nominated depots and in the workshops of nominated Railways should be planned on priority to ensure proper maintenance of **NMG/NMGH/NMGHS**.



18. IOH of NMG/NMGH/NMGHS shall be carried out in any of the 22 Nominated depots as mentioned above only, as per total target of the Zonal Railways. ICF Trolley for IOH schedules should be provided by the workshop as nominated above.
19. POH of NMG/NMGH/NMGHS shall be carried out in any of the 08 workshops as mentioned above only, as per total target of the Zonal Railways.
20. Oiling of dashpot and side bearer should be checked and topped up if required without fail during Pit line examination and records should be maintained.
21. Only SLR/SLRD will be used as last vehicle for the NMG/NMGH/NMGHS rakes.
22. The maintenance of NMG/NMGH/NMGHS will be done as per the maintenance schedule mentioned in Appendix F of maintenance manual for BG coaches of ICF design.
23. At Non TXR points, Driver and Guard will ensure pressure continuity before starting. Guard and driver will ensure that there are no loose or missing fitting in the under gear (such as brake blocks, safety brackets, brake gear pins etc.) which may endanger the safe running of the train. Driver and guard will then prepare the memo jointly on the plain paper in triplicate and both Guard and Driver will sign it. The Driver and Guard will retain one copy and handover the third copy to Station Master/Yard Master.
24. After each loading/unloading the rake will be examined by Guard and Driver before commencement of journey and observations will be recorded under the relevant columns of the brake power certificate. In case of mechanized loading/unloading examination of rake to be done by (SSE/JE/C&W).
25. Premium NMG coach will run in rake form only at a maximum speed of 75 KMPH and NMGH/NMGHS may run up to 110 KMPH.
26. All the cases of violation of this limit shall be analyzed by the concerned Division /Zone where such rake gets detected, either on run or during subsequent examination, for adequate corrective and/ or preventive action (if necessary).
27. In case Km / Days limit is breached due to lack of monitoring or otherwise, and the rake is in empty condition, it shall be pushed for examination point for Pit line examination.

28. GDR Check

GDR check is an important check for ensuring safety in trains operations. Instructions issued from time to time on GDR check are summarized below:

- a. Kilometers earned are logged properly on the backside of BPC without fail by crew & Guard after each run. In case distance is not recorded, BPC will be deemed valid for only 7 days from the date of issue.
- b. GDR check should be done post loading/back loading of rake.
- c. If a rake is stabled at non-C&W point for more than 24 hours or BPC has become invalid, GDR check should be done before clearance of stabled load.
- d. In case of attachment/detachment of the NMG/NMGH/NMGHS or reversal of power at non C&W point, continuity of the brake pipe pressure should be ensured by Guard and Driver.
- e. In case of a premium end to end rake the observation by Guard and Loco Pilot will be recorded under the relevant Para of the Brake Power Certificate.



- f. In partial modification to Railway Board's earlier letter no.2005/M(N)/951/13 dated 08.02.2006, GDR check sheet is modified with respect to NMG/NMGH/NMGHS and items to be checked during Guard and Driver checks are as under:-

1.	All couplings and Air hoses pipes are properly coupled and locked.
2.	All the angles cock are in open position.
3.	The last angle cock is in closed position.
4.	There is no loose fittings/hanging parts like Brake Beam, Safety brackets, Brake Blocks etc. which may endanger safe running of the train.
5.	Hand brakes are released.
6.	All the doors of NMG/NMGH coaches should be locked.
7.	There should not be any fall plate missing/Damaged.
8.	Check the springs should be intact and there should be no broken spring.
9.	Lock and latches of doors are closely secured.
10.	The brake blocks should be in good condition.
11.	Check the continuity of air pressure before starting.

- g. It is primary responsibility of the Guard (Being in-charge of the train) as well as of Loco Pilot & Station Staff for not allowing train running on invalid BPC in violation of the existing instructions.
- h. If any unusual situation arises, the train will be started after GDR check and will run to the next C&W examination point in the direction of movement.
- i. SS/Dy.SS/Loco pilot/Guard will hand over the Last trip BPC to the C&W staff after completing the trip. In case of Non C&W point it is the responsibility of SS/Dy.SS to collect the BPC with all relevant document and hand over the BPC to the coaching depot before the next examination.
- j. These instructions do not amend any provisions contained in IRCA, ICF coaching manual and GR&SR and the same may be brought to the notice of Railway Board.
- k. The BPC should be linked with Rake id of NMG/NMGH/NMGHS. BPC generated only through CMM and it should have rake id mentioned over it.
- l. Workshops converting ICF coaches into NMG/NMGH/NMGHS should make entries in WISE/CMM before rolling out of coach.

29. The above maintenance regime to be followed scrupulously without any kind of compromise.

