

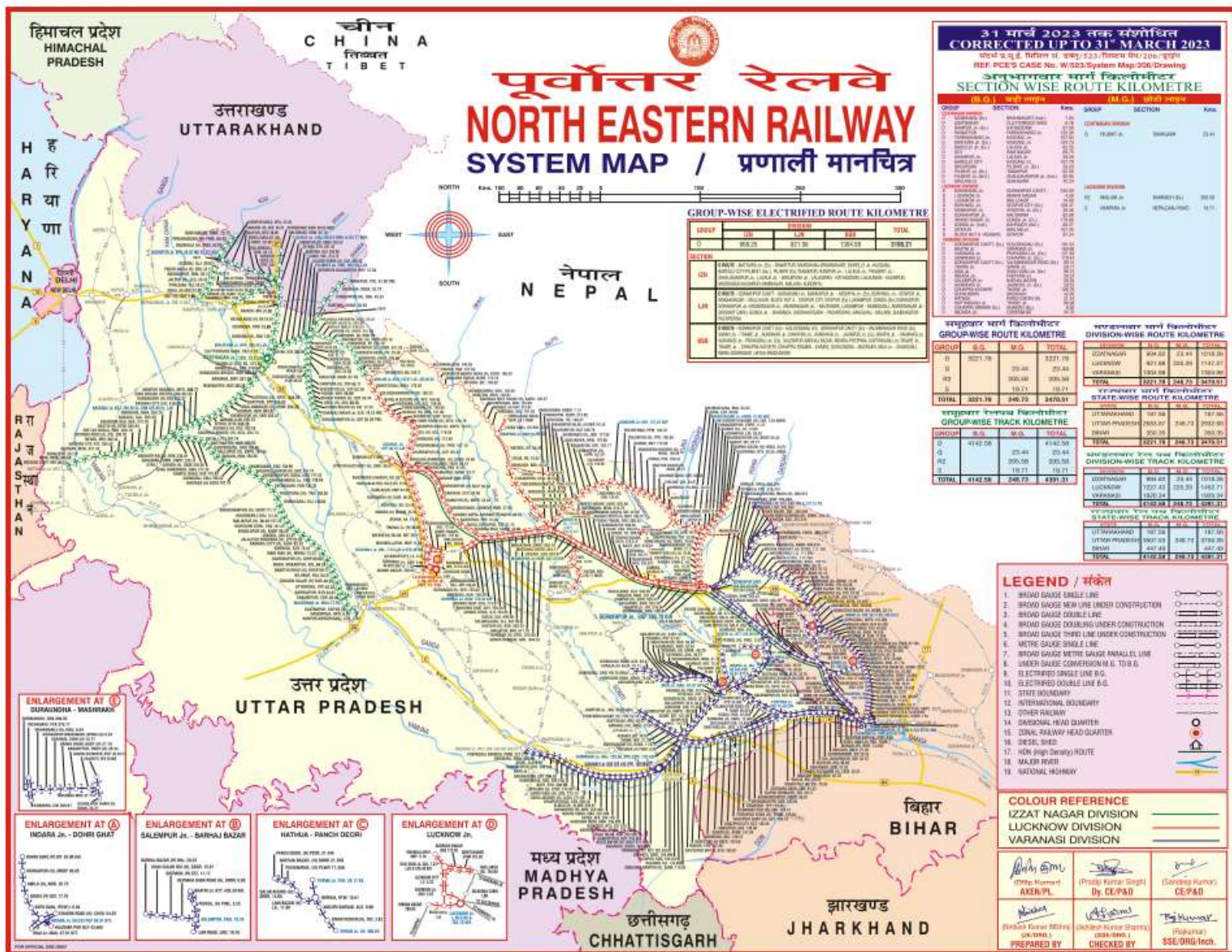


Lucknow Division(C&W)

DIVISION AT A GLANCE



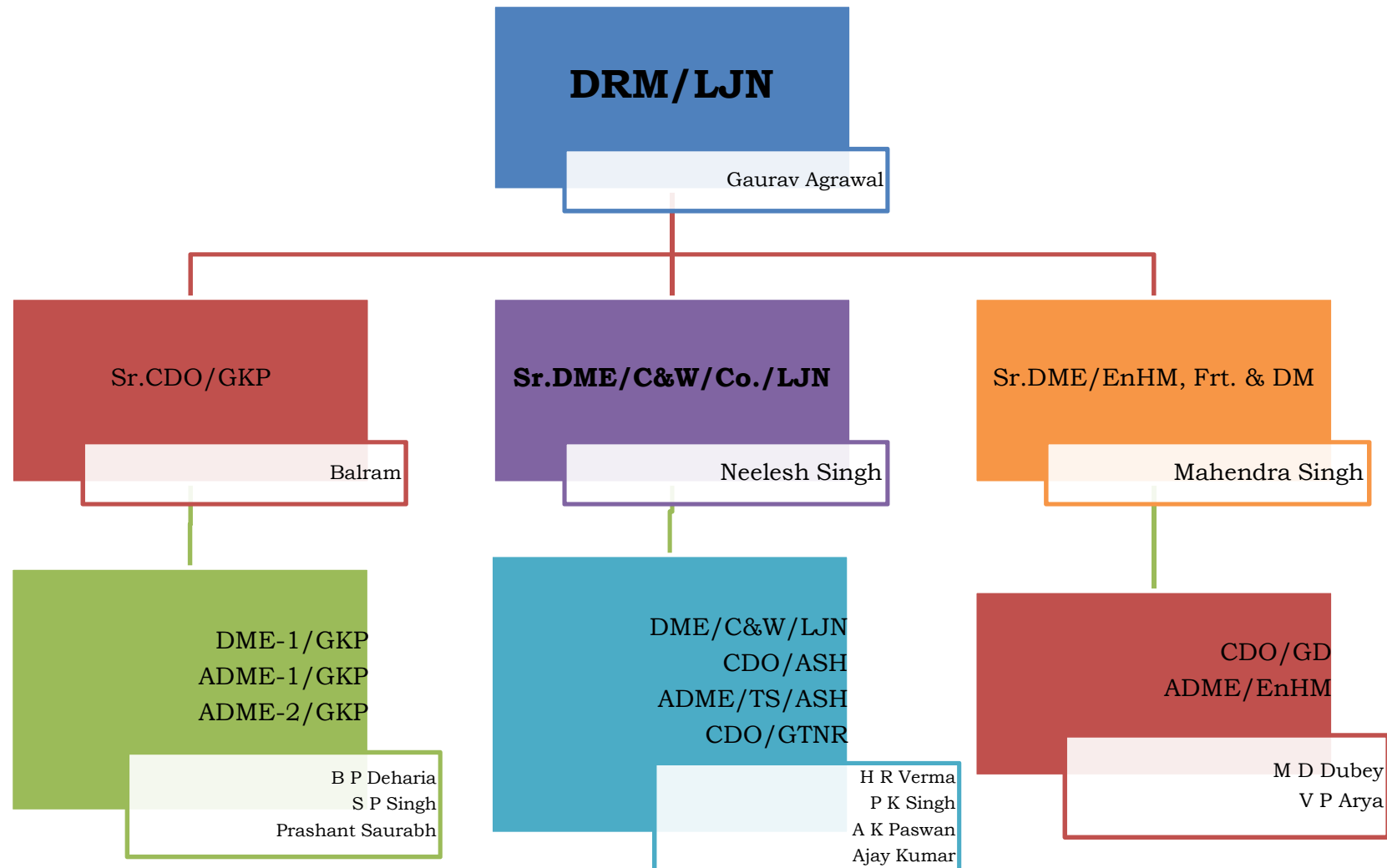
SYSTEM MAP



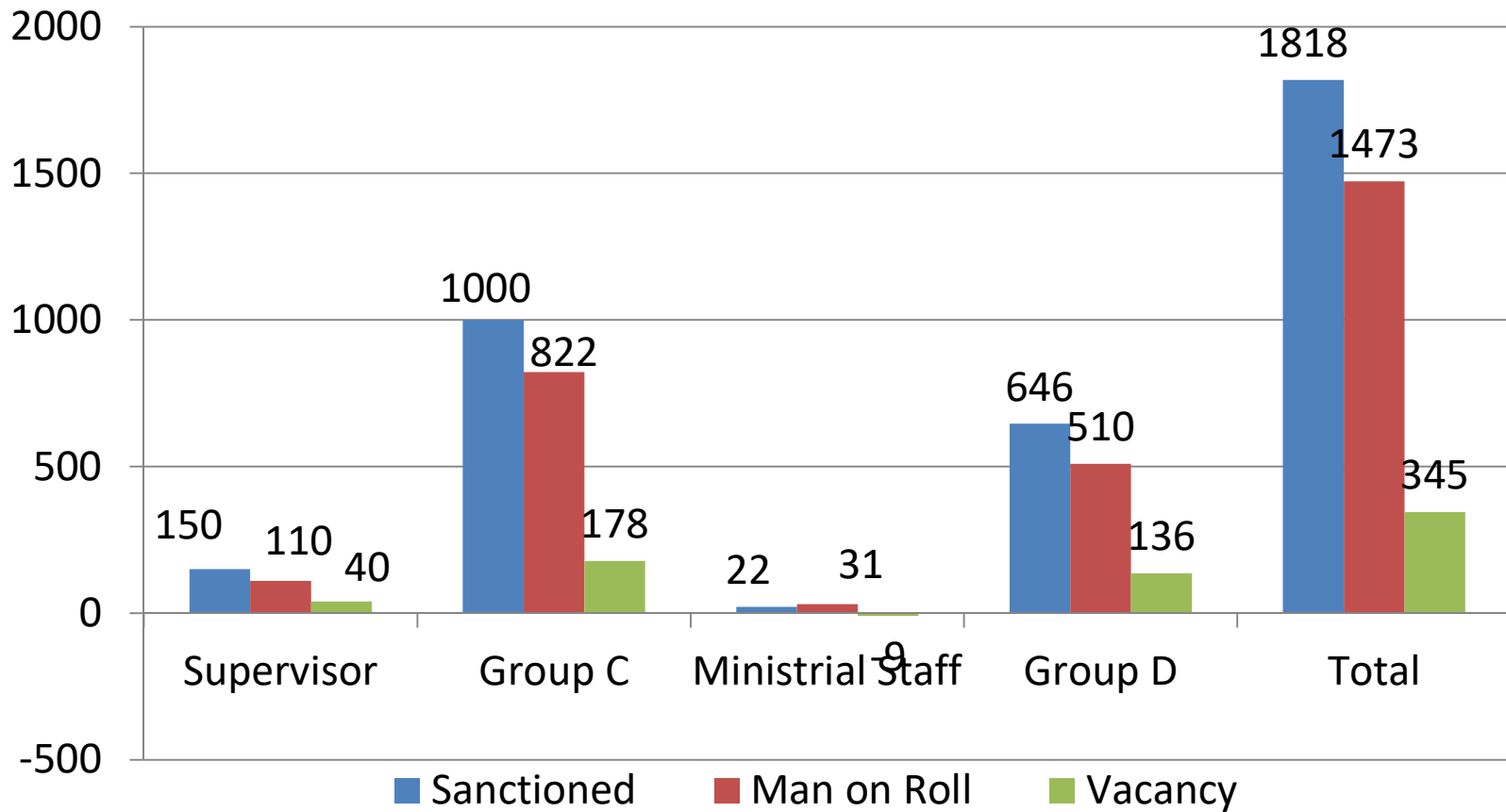
Lucknow Division Mechanical Department Over-View

•Officers in Mechanical Department	:	12
•Supervisors in Mechanical Department	:	110
•Total Number of Staff	:	1473
•Total Post Vacant	:	345
•Total Number of Primary Trains	:	50
•Total Number of Secondary Trains	:	3
•Total Number of ART	:	4
•Total Number of SPART/ARME	:	4
•Total No. of Coach Holding	:	1801
•Total No. of Laundry	:	2
•Capacity of Laundry	:	32

GAZETTED CADRE



BOOK OF SANCTION



SAFETY CATEGORY VACANCY

		In Number	Per
1	Supervisor Category	40	26.67
2	Group C Category	178	17.8
3	Group D Category	136	21.05
4	Total	345	18.98

INDENT POSITION

SN	Name of Post	Number of Post	Indent Sent Date
1	Junior Engineer	16	21.05.2025
2	Technician Grade-III	23	24.03.2025
3	Carriage Khalasi	43	01.11.2025

COACHING DEPOT GKP

Sri. Balram

Sr.CDO/GKP



**HOLDING OF
COACHES 1111**

**PRIMARY TRAIN
29 / 39 RAKE**

**SECONDARY
TRAIN 02 / 02
RAKE**

STAFF POSITION

SN	CATEGORY	SAN	ON ROLL
1	Total C&W Supervisor	62	43
2	Total Group C Staff	446	354
3	Total Ministerial Staff	4	7
4	Total Group D staff	362	277
5	TOTAL	874	681

Train Passing

Trains	Max.	Min.	Avg.
Through/Day	50	38	44
Ter/Org/Day	48	44	46
RBPC/Day	15	10	12

Other Major Asset

Under Floor Wheel Lathe
Automatic Coach Washing Plant
Water Recycling Plant

Disaster Management

Class 'A' ART : 08 Coaches
SPARMV : 03 Coaches

PRIMARY RAKES

Train No.		No. of Rakes	Days of run
15079/15080	LHB	1	2,4,6
12555/12556	LHB	4	D
15003/15004	LHB		D
15031/15032	LHB	1	D
15021/15022	LHB	1	1
15030/15029	LHB		4
15046/15045	LHB	1	4
22534/22533	LHB	1	1
12598/12597	LHB	1	2
12588/12587	LHB	1	1
15097/15098			
15006/15005	LHB	1	3,5
15001/15002			
15024/15023	LHB	1	2
15017/15018	LHB	7	D
22538/22537	LHB		D
15066/15065	LHB	3	1,2,4,5,7
12590/12589	LHB	4	3
12592/12591	LHB		6
12512/12511	LHB		4,5,7
15068/15067	LHB	1	3
15047/15048	LHB	4	1,2,5,7
15049/15050	LHB		3,6
15051/15052	LHB		4
15010/15009	LHB		D
15028/15027	LHB	4	D
12572/12571	LHB	2	3,5,6,7
12596/12595	LHB		1,2,4
22550/22549	T18	1	1,2,3,4,5,7

SECONDARY RAKES

22921/22922	LHB	1	2
15057/15058	LHB	1	3

Coach Maintenance Facilities

Depot	Pit no.	Length (LHB coach)	Length in mtrs.	High pressure Coach Washing	Sick Line Capacity	Laundry Capacity
GKP(BG) (Old pit)	1	24	600	Mechanized Cleaning through outsourcing	6 Coaches, Pit Lathe and Crane Available	23 T/Day + (Outsourced-8T/Day)
	2	16	423			
	3	24	600			
GKP(BG) (New pit)	1	24	600	Mechanized Cleaning through outsourcing	8 Coaches, Crane Available	
	2	24	600			
	3	24	600			

Watering Facility(Hydrant)

Platform No	Hyd Length (No.of Coaches)	Washable Apron	Pathway/ Drain Cover	Rolling In Lights	Booster Pump	VHF Sets
1 – BG	26	Available	Available	Available	QWS installed	Available
2 – BG	26					
3 – BG	26					
4 – BG	26		Not Available			
5 – BG						
6 – BG	26					
7 – BG	26					
8 - BG	26		Available			
9 - BG						
2A - BG	12				Not Available	

COACHING DEPOT BNY**Sri. Balram****Sr.CDO/GKP****HOLDING OF COACHES 167****PRIMARY MAINTENANCE TRAIN 03 /
12 RAKE****SECONDARY MAINTENANCE TRAIN NIL****Train Passing**

Trains	Max.	Min.	Avg.
RBPC/Day	1	1	1
Through/Day	18	14	16

PRIMARY RAKES

Train No.		No. of Rakes	Days of run
55073/55074	ICF	3	D
55076/55075	ICF	4	D
55039/55040	ICF	5	D

STAFF POSITION

SN	CATEGORY	SAN	ON ROLL
1	Total C&W Supervisor	4	5
2	Total Group C Staff	25	16
3	Total Ministerial Staff	0	0
4	Total Group D staff	8	24
5	TOTAL	37	45

Coach Maintenance Facility

Pit no.	Length (LHB coach)	Length in mtrs.	High pressure Coach Washing	Sick Line Capacity
1	24	600	Mechanized Cleaning through outsourcing	3 Coaches with Crane

Watering Facility (Hydrant)

Platform No	Hyd Length (No.of Coaches)	Washable Apron	Pathway/ Drain Cover	Rolling In Lights	Booster Pump	VHF Sets
1 - BG	18	Not Available	Not Available	Available	Not Available	Available
2 - BG	Not Available					

TRAIN PASSING/NTV**Sri. Balram****Sr.CDO/GKP**

STAFF POSITION			
SN	CATEGORY	SAN	ON ROLL
1	Total C&W Supervisor	1	1
2	Total Group C Staff	8	11
3	Total Ministerial Staff	0	0
4	Total Group D staff	6	1
5	TOTAL	15	13

Holding of Coaches : 00

Primary Maintenance : 00 trains /00 rakes

Secondary Maintenance : 00 trains /00 rakes

Train Passing			
Trains	Max.	Min.	Avg.
RBPC/Day	7	6	6

Watering Facility(Hydrant)

Platform No	Hyd Length (No.of Coaches)	Washable Apron	Pathway/ Drain Cover	Rolling In Lights	Booster Pump	VHF Sets
1 - BG	25	Not Available	Not Available	Available at GKP Side	Not Available	Available
2 - BG	25					

COACHING DEPOT ASH

Sri. P.K.SINGH

CDO/ASH



HOLDING OF COACHES 380

PRIMARY MAINTENANCE TRAIN 12 / 16 RAKE
SECONDARY MAINTENANCE TRAIN 01 / 04 RAKE

PRIMARY RAKES

Train No.		No. of Rakes	Days of run
82501/82502	LHB	1	1,3,4,5,6,7
15069/15070	LHB	2	D
15033/15034	LHB	2	1,2,3,5,6
12534/12533	LHB	3	D
15053/15054	LHB	2	D
15012/15011	LHB	2	D
15007/15008	LHB	2	D
15043/15044	LHB	1	1,3,4,5,7
12536/12535	LHB	1	1,4
12593/12594	LHB	1	6
12583/12584	LHB	1	2,4,5,7
22546/22545	T18	1	2,3,4,5,6,7

SECONDARY RAKES

16093/16094	ICF	4	1,4
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Train Passing

Trains	Max.	Min.	Avg.
Through/Day (ASH)	28	25	27
Ter/Org/Day (ASH)	2	2	2
RBPC/Day (ASH)	2	2	2

STAFF POSITION (LJN+ASH)

SN	CATEGORY	SAN	ON ROLL
1	Total C&W Supervisor	28	22
2	Total Group C Staff	229	196
3	Total Ministerial Staff	2	6
4	Total Group D staff	90	80
5	TOTAL	349	304

Coach Maintenance Facility

Disaster

Management

ART (B CLASS BG) :
06 Coaches
SPARMV : 03
Coaches

Pit no.	Length (LHB coach)	Length in mtrs.	High pressure Coach Washing	Sick Line Capacity
1	24	600	Mechanized Cleaning through outsourcing	8 Coaches, Pit Lathe and Crane Available
2	24	600		
3	24	600		

TRAIN PASSING/LJN

Sri. P K SINGH

CDO/LJN



STAFF POSITION (LJN+ASH)

SN	CATEGORY	SAN	ON ROLL
1	Total C&W Supervisor	28	22
2	Total Group C Staff	229	196
3	Total Ministerial Staff	2	6
4	Total Group D staff	90	80
5	TOTAL	349	304

HOLDING OF COACHES NIL

PRIMARY MAINTENANCE TRAIN NIL

SECONDARY MAINTENANCE TRAIN NIL

Train Passing

Trains	Max.	Min.	Avg.
Through/Day (LJN)	6	4	5
Ter/Org/Day (LJN)	40	36	38
RBPC/Day (LJN)	14	11	13

Watering Facility (Hydrant)

Station	Platform No	Hyd Length (No.of Coaches)	Washable Apron	Pathway/ Drain Cover	Rolling In Lights	Booster Pump	VHF Sets
LJN	1 – BG	25	Available	Drain Cover	Available	Not Available	Available
	2 – BG	26		C.C.Pathway & Drain Cover			
	3 – BG	24					
	4 – BG						
	5 – BG	14					
	6 – BG	24		C.C.Pathway & Drain Cover			
ASH	1 - BG	26	Not Available	Drain Cover	Not Available	QWS installed	Available
	2 - BG	26		Drain Cover			
	3 – BG	26		Drain Cover			
	4 – BG						
	5 – BG	Not Available		Not Available			
	6 - BG						

COACHING DEPOT MLN**Sri. P.K.SINGH****CDO/ASH**

HOLDING OF
COACHES 114
PRIMARY
MAINTENANCE TRAIN
02 / RAKE 06
SECONDARY
MAINTENANCE TRAIN
NIL

PRIMARY RAKES

Train No.		No. of Rakes	Days of run
05361/05356	ICF (MG)	5	D
05319/05320	ICF (MG)	1	6,7

Train Passing

Trains	Max.	Min.	Avg.
RBPC/Day (BG)	4	4	4
Ter/Org/ Day (MG)	6	5	5

STAFF POSITION

SN	CATEGORY	SAN	ON ROLL
1	Total C&W Supervisor	7	4
2	Total Group C Staff	47	38
3	Total Ministerial Staff	1	0
4	Total Group D staff	21	7
5	TOTAL	76	49

Coach Maintenance Facility

Pit no.	Length (LHB coach)	Length in mtrs.	High pressure Coach Washing	Sick Line Capacity
1	12 (ICF)	250	-	04 Coaches

Watering Facility(Hydrant)

PF No.	Hyd Length (No.of Coaches)	Washable Apron	Pathway/ Drain Cover	Rolling In Lights	Booster Pump	VHF Sets
1 - BG	26	Not Available	Not Available	Available	Not Available	Available
2 - BG	26	Not Available	Not Available	Available	Not Available	Available
3 - MG	12	Not Available	Not Available	Available	Not Available	Available
4 - MG		Not Available	Not Available	Available	Not Available	Available
5 - MG	12	Not Available	Not Available	Available	Not Available	Available

Disaster Management

ART (B CLASS MG) : 06 Coaches, ARME (SCALE 1 MG) : 02 Coaches, BG SPART (Proposed)

COACHING DEPOT GTNR

Sri. Ajay Kumar

CDO/GTNR



HOLDING OF COACHES 143
PRIMARY MAINTENANCE TRAIN 04 /
RAKE 07
SECONDARY MAINTENANCE TRAIN NIL

Train Passing

Trains	Max.	Min.	Avg.
Through/Day	7	5	6
Ter/Org/Day	2	1	1.2
RBPC/Day	3	2	2.3

PRIMARY RAKES

Train No.		No. of Rakes	Days of run
15077/15078	LHB	1	1
15089/15090	LHB		5
15081/15082	LHB	2	D
55089/55086	ICF	4	D

STAFF POSITION

SN	CATEGORY	SAN	ON ROLL
1	Total C&W Supervisor	6	4
2	Total Group C Staff	43	32
3	Total Ministerial Staff	0	2
4	Total Group D staff	21	19
5	TOTAL	70	57

Coach Maintenance Facility

Pit no.	Length (LHB coach)	Length in mtrs.	High pressure Coach Washing	Sick Line Capacity
1	24	600	Mechanized Cleaning through outsourcing	4 Coaches and Crane Available
2	24	600		

Watering Facility (Hydrant)

Platform No	Hyd Length (No.of Coaches)	Washable Apron	Pathway/ Drain Cover	Rolling In Lights	Booster Pump	VHF Sets
1 - BG	-	Not Available	Not Available	Available	Not Available	Available
2 - BG	26	Not Available	Available			
3 - BG	26	Not Available	Available			
4 - BG	26	Not Available	Available			
5 - BG	-	Not Available	Not Available			
6 - BG	26	Not Available	Available			

C&W DEPOT GD

Sri. M D Dubey

CDO/GD



STAFF POSITION (Coaching + Goods + ROH)

SN	CATEGORY	SAN	ON ROLL
1	Total C&W Supervisor	28	20
2	Total Group C Staff	167	134
3	Total Ministerial Staff	6	2
4	Total Group D staff	119	91
5	TOTAL	320	247

Train Passing

Trains	Max.	Min.	Avg.
Through/Day (BG)	71	47	59
RBPC/Day (BG)	7	5	5.3

Disaster Management

ART (B CLASS BG) : 06 Coaches
ARME(SCALE 1 BG) : 03 Coaches

	Sick Line		ROH Line	
Details of Sick Line Shed	Line 1	Line 2	Line 1	Line 2
Length In Meters	100	100	100	100
Covered Shed	100	100	100	100
Uncovered (CC Apron)	25 each end	25 each end	25 each end	25 each end
Width	9	9	22	22
EOT Working Length	97	97	97	97
Pit Length	20	20	0	0
Holding Capacity	7	7	7	7
Working Capacity	4	4	4	4

Watering Facility (Hydrant)

Platform No	Hyd Length (No.of Coaches)	Washable Apron	Pathway/ Drain Cover	Rolling In Lights	Booster Pump	VHF Sets
1 - BG	26	Available	Drain Cover	Available	Not Available	Available
2 - BG	24		Drain Cover			
3 - BG	24		Drain Cover			
4 - BG	24		Drain Cover			
5 - BG	24		Drain Cover			

Primary Trains

Depot	Train No.		No. of Rakes	Days of run	Rake Maint./Day
ASH	82501/82502	LHB	1	1,3,4,5,6,7	6.2 Rake/Day
ASH	15069/15070	LHB	2	D	
	15033/15034	LHB		1,2,3,5,6	
	12534/12533	LHB	3	D	
	15053/15054	LHB	2	D	
	15012/15011	LHB	2	D	
	15007/15008	LHB	2	D	
	15043/15044	LHB	1	1,3,4,5,7	
	12536/12535	LHB	1	1,4	
	12593/12594	LHB		6	
ASH	12583/12584	LHB	1	2,4,5,7	
ASH	22546/22545	T18	1	2,3,4,5,6,7	
GTNR	15077/15078	LHB	1	1	2.3 Rake/Day
	15089/15090	LHB		5	
GTNR	55089/55086	ICF	4	D	
	15081/15082	ICF	4	D	
MLN	52261/55264	ICF (MG)	5	D	1.1 Rake/Day
	52259/52260	ICF (MG)	1	6,7	

Primary Trains

Depot	Train No.		No. of Rakes	Days of run	Rake Maint./Day
GKP	15079/15080	ICF	1	2,4,6	11 Rake/Day
GKP	12555/12556	LHB	4	D	
	15003/15004	LHB		D	
	15031/15032	LHB	1	D	
	15021/15022	LHB	1	1	
	15030/15029	LHB		4	
	15046/15045	LHB	1	4	
	22534/22533	LHB	1	1	
	12598/12597	LHB	1	2	
	12588/12587	LHB	1	1	
	15097/15098				
	15006/15005	LHB	1	3,5	
	15001/15002				
	15024/15023	LHB	1	2	
	15017/15018	LHB	7	D	
	22538/22537	LHB		D	
	15066/15065	LHB	3	1,2,4,5,7	
	12590/12589	LHB	4	3	
	12592/12591	LHB		6	
	12512/12511	LHB		4,5,7	
	15068/15067	LHB	1	3	
	15047/15048	LHB	4	1,2,5,7	
	15049/15050	LHB		3,6	
	15051/15052	LHB		4	
	15010/15009	LHB		D	
		15028/15027	LHB	4	
GKP	12572/12571	LHB	2	3,5,6,7	
	12596/12595	LHB		1,2,4	
GKP	22550/22549	T18	1	1,2,3,4,5,7	
BNY	55073/55074	ICF	2	D	2.4 Rake/Day
	55076/55075	ICF	3	D	
	55039/55040	ICF	5	D	

Secondary Trains

Depot	Train No.		No. of Rakes	Days of run
GKP	22921/22922	LHB	1	2
	15057/15058	LHB	1	3
ASH	16093/16094	ICF	4	1,4

ART/ARME/SPARMV

Depot	Type	Class	Coach Combination	Exit	GPS
GKP	ART	Class A	08 Coach	Double	Available
	SPART	-	0'3 Coach	Double	Available
GD	ART	Class B	05 Coach	Double	Available
	ARMV	Scale-1	02 Coach	Double	Available
ASH	ART	Class B	06 Coach	Double	Available
	SPARMV	-	03 Coach	Double	Available
MLN/MG	ART	Class B	06 Coach	Double	Available
	ARMV	Scale-1	02 Coach	Double	Available

MECHANIZED LAUNDRY

S.N	Station	Capacity	Present Load	Train no.	Commissioned on
1	LJN	4.6 T / shift (3T/ Day-outsourced)	12 T/day	12533/34, 15008/07, 15054/53, 15070/69, 15011/12, 12530/29, 15043/44, 12535/36, 12593/94, 15078/77, 15090/89.	16.08.2014
2	GKP	10.5 T/ shift	23 T/day 08 T /day - Outsourced	15004/3, 12555/56, 15018/17, 22537/38, 12571/72, 15022/21, 15030/29, 15045/46, 22533/34, 15023/24, 15005/06, 12589/90, 12591/92, 12511/12, 12587/88, 15065/66, 15067/68, 15009/10, 15048/47, 15050/49, 15052/51, 15028/27	24.01.2014
3	GTNR	Proposed			

Watering Facility(Hydrant)

Depot	Platform No	Hyd Length (No.of Coaches)	Washable Apron	Pathway/ Drain Cover	Rolling In Lights	Booster Pump	VHF Sets
GKP	1 – BG	26	Available	Available	Available	QWS installed	Available
	2 – BG	26					
	3 – BG	26					
	4 – BG	26					
	5 – BG						
	6 – BG	26		Not Available			
	7 – BG	26					
	8 - BG	26					
	9 - BG						
	2A - BG	12		Not Available			
LJN	1 – BG	25	Available	Drain Cover	Available	Not Available	Available
	2 – BG	26		C.C.Pathway & Drain Cover			
	3 – BG	24					
	4 – BG						
	5 – BG	14		Drain Cover			
	6 – BG	24		C.C.Pathway & Drain Cover			
ASH	1 - BG	26	Not Available	Drain Cover	Not Available	QWS installed	Available
	2 - BG	26		Drain Cover			
	3 – BG	26		Drain Cover			
	4 – BG						
	5 – BG	Not Available		Not Available			
	6 - BG						
GTNR	1 – BG	-	Not Available	Not Available	Available	Not Available	Available
	2 – BG	26	Not Available	Available			
	3 – BG	26	Not Available	Available			
	4 – BG	26	Not Available	Available			
	5 – BG	-	Not Available	Not Available			
	6 – BG	26	Not Available	Available			

Watering Facility(Hydrant)

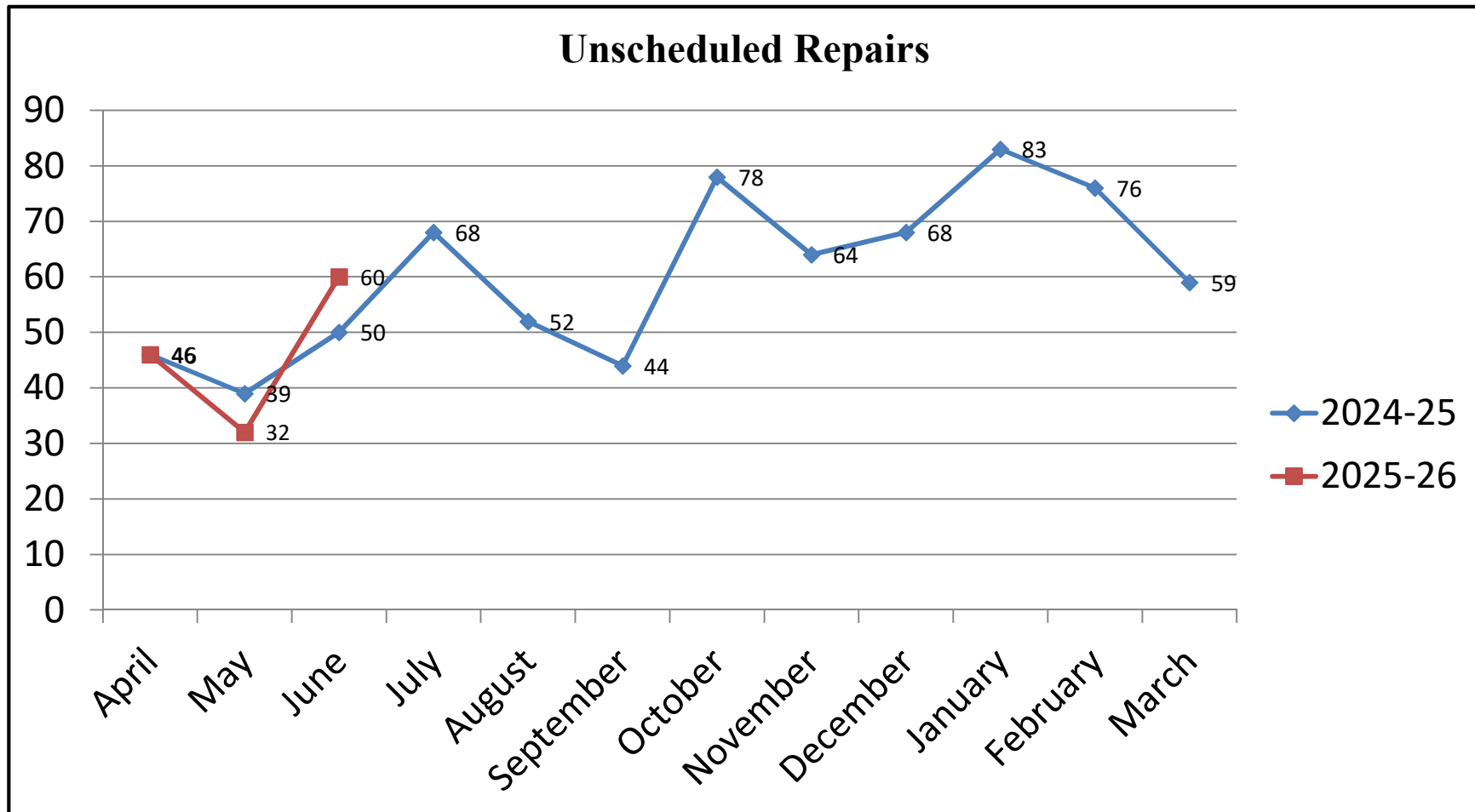
Depot	Platform No	Hyd Length (No.of Coaches)	Washable Apron	Pathway/ Drain Cover	Rolling In Lights	Booster Pump	VHF Sets
GD	1 – BG	26	Available	Drain Cover	Available	Not Available	Available
	2 – BG	24		Drain Cover			
	3 – BG	24		Drain Cover			
	4 - BG	24		Drain Cover			
	5 - BG	24		Drain Cover			
MLN	1 – BG	26	Not Available	Not Available	Available	Not Available	Available
	2 - BG	26	Not Available	Not Available	Available	Not Available	Available
	3 - MG	12	Not Available	Not Available	Available	Not Available	Available
	4 – MG						
	5 – MG	12	Not Available	Not Available	Available	Not Available	Available
STP	1 - BG	LOA Issued on 09.02.2024 Work under progress	Not Available	Not Available	Available	LOA Issued on 09.02.2024 Work under progress	Available
	2 - BG						
	3 – BG			26			
	4 – BG	26					
	5 – BG	LOA Issued on 09.02.2024 Work under progress		Not Available			
	6 - BG						
BNY	1 - BG	18	Not Available	Not Available	Available	Not Available	Available
	2 - BG	Not Available					
NTV	1 – BG	25	Not Available	Not Available	Available at GKP Side	Not Available	Available
	2 - BG	25					
NNP	1 – MG	12	Not Available	Not Available	Available	Not Available	Available
	2 –MG						

Coach Maintenance Facilities

Depot	Pit no.	Length (LHB coach)	Length in mtrs.	High pressure Coach Washing	Sick Line Capacity	Laundry Capacity
GKP(BG) (Old pit)	1	24	600	Mechanized Cleaning through outsourcing	6 Coaches, Pit Lathe and Crane Available	23 T/Day + (Outsourced-8T/Day)
	2	16	423			
	3	24	600			
GKP(BG) (New pit)	1	24	600	Mechanized Cleaning through outsourcing	8 Coaches, Crane Available	
	2	24	600			
	3	24	600			
LJN(BG)	1	24	600	Mechanized Cleaning through outsourcing	8 Coaches, Pit Lathe and Crane Available	9T/Day + (Outsourced-3T/Day)
	2	24	600			
	3	24	600			
GTNR (BG)	1	24	600	Mechanized Cleaning through outsourcing	4 Coaches and Crane Available	Proposed
	2	24	600			
BNY (BG)	1	24	600	Mechanized Cleaning through outsourcing	3 Coaches and Crane under procurement	-
MLN (MG)	1	12 (ICF)	250	-	4 Coaches	-

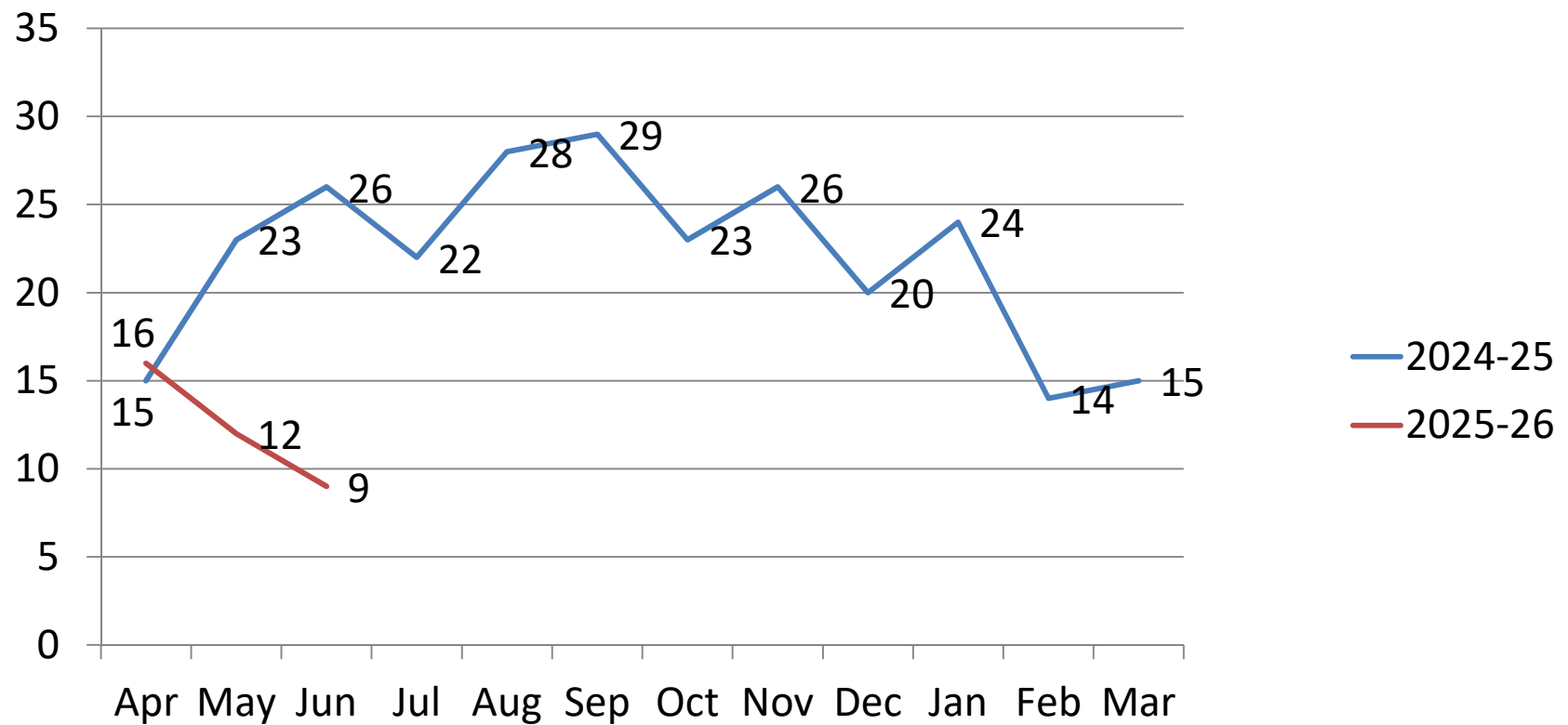
Wheel Defects Overview

LJN Division

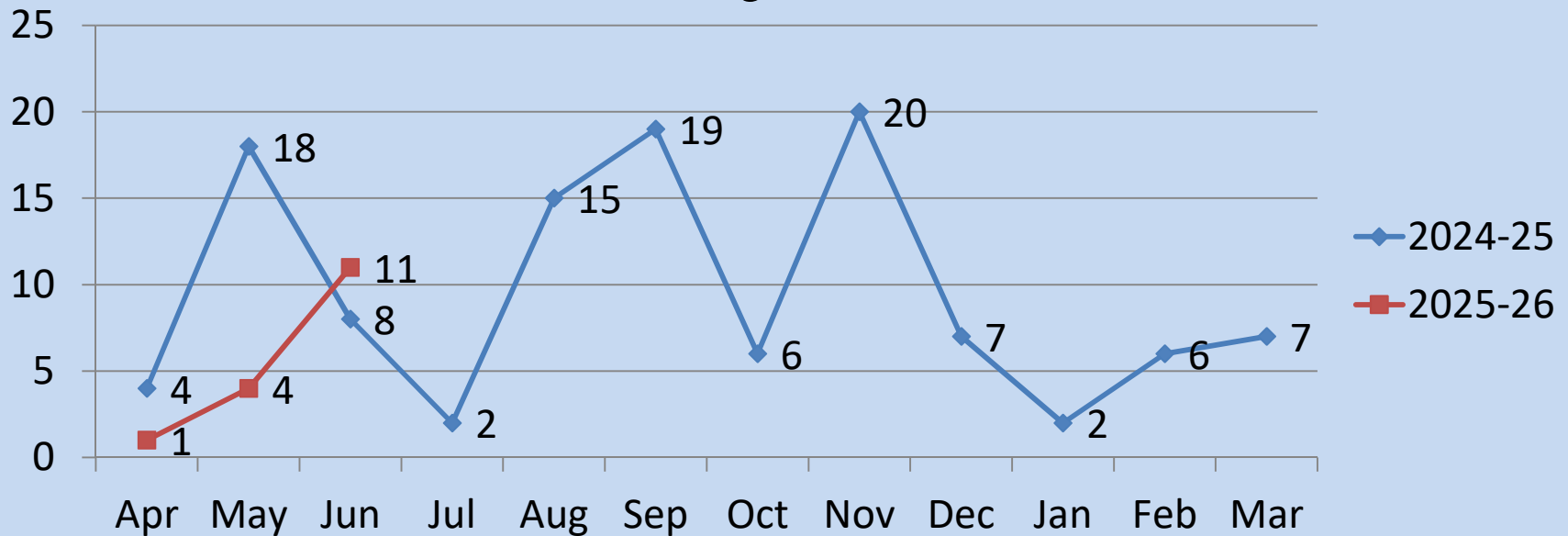


Spring Defects Overview

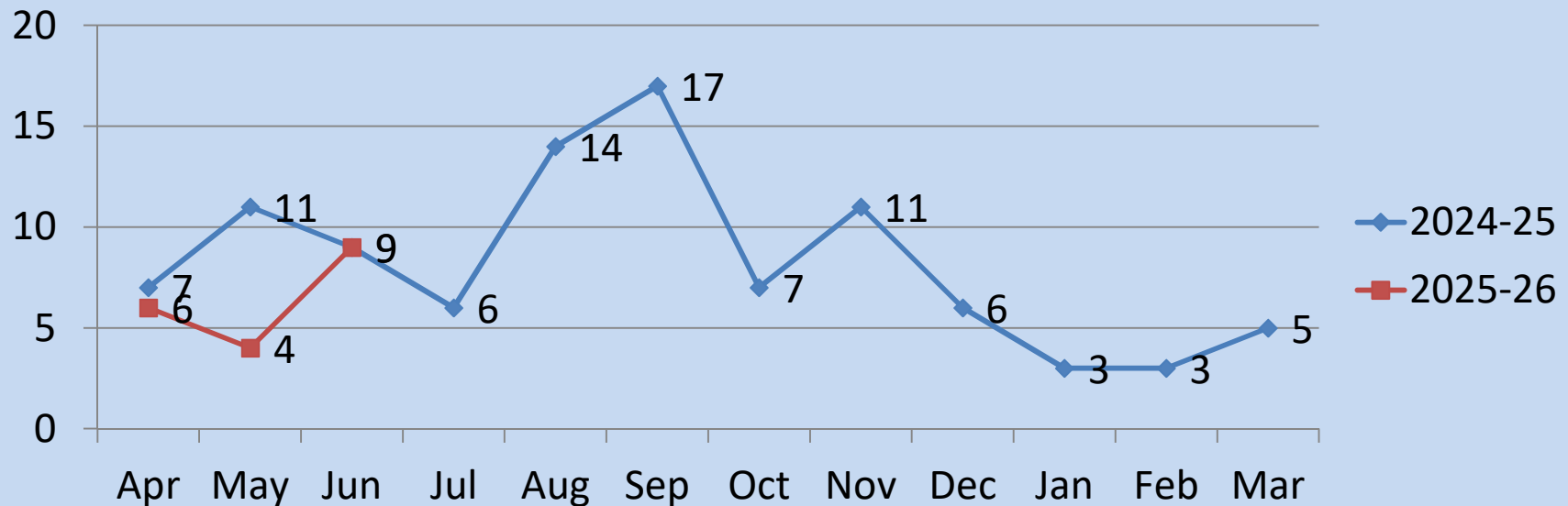
Unscheduled Repairs



Punctuality Loss Cases

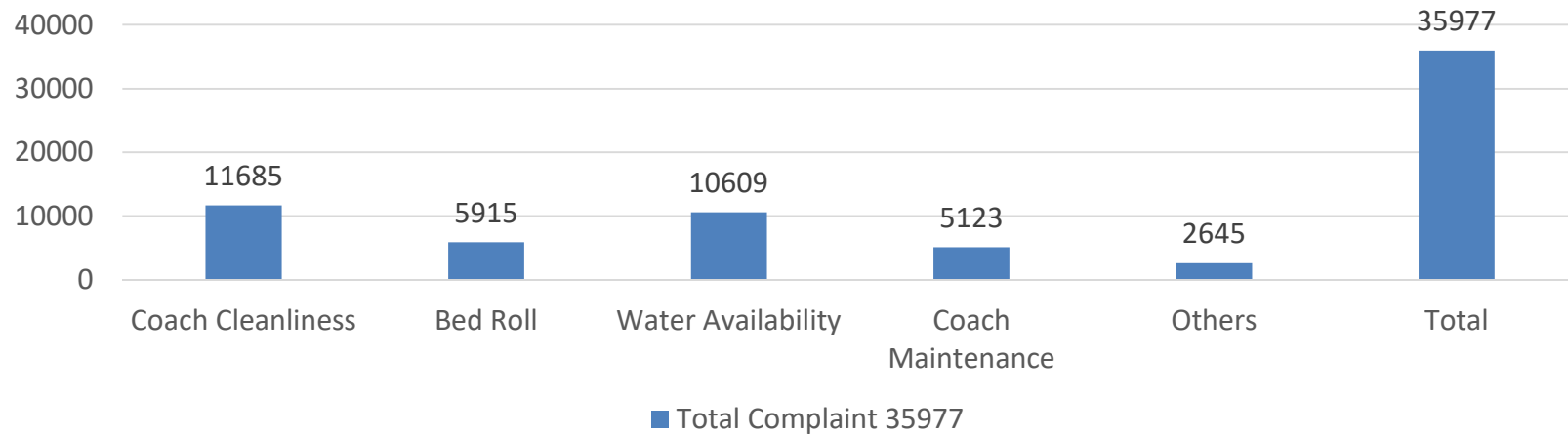


Asset Failure Cases

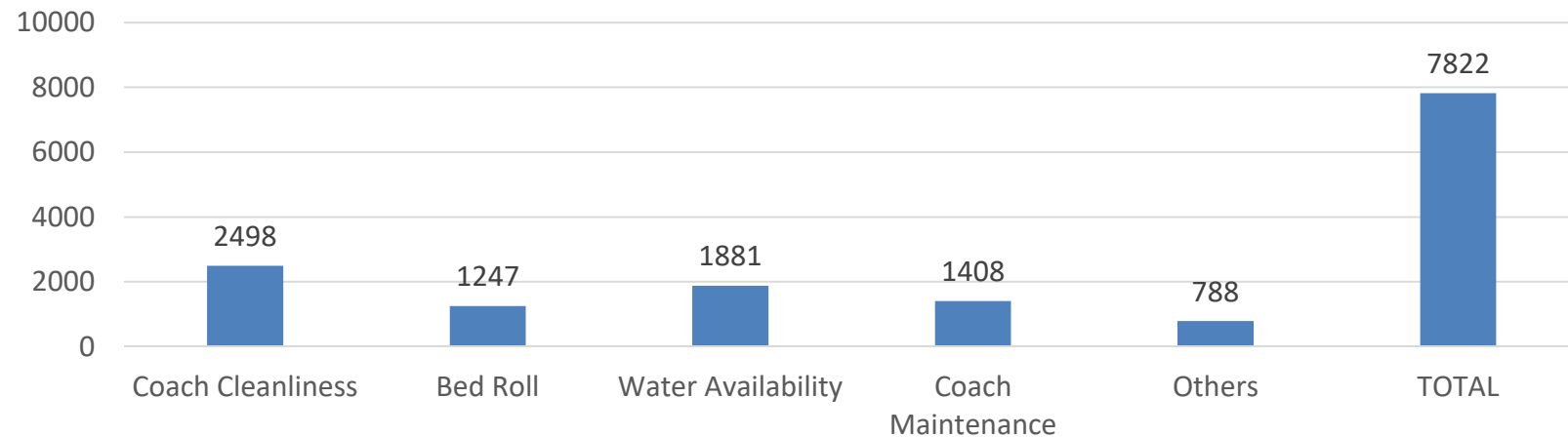


RAIL MADAD AT A GLANCE

Type wise Complaint Status From Apr-24 to Mar-25

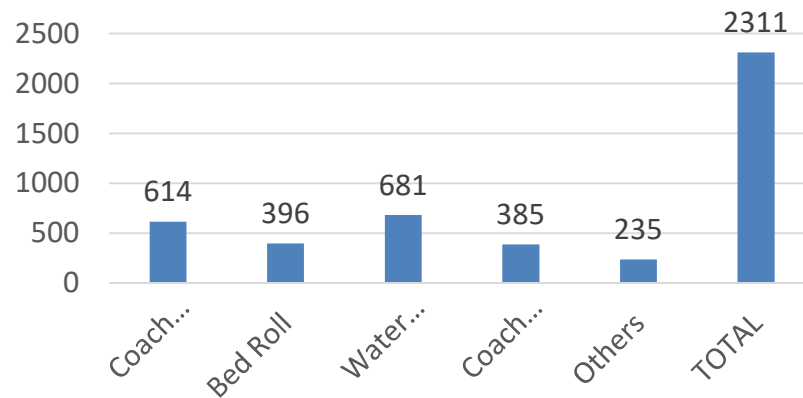


Type wise Complaint Status From Apr-25 to May-25

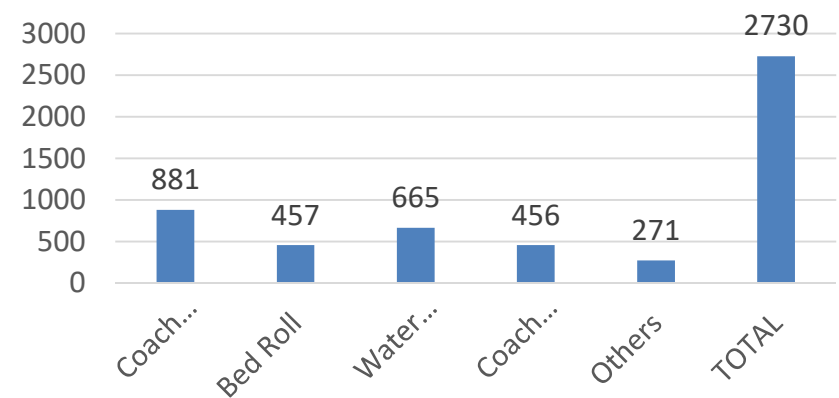


RAIL MADAD AT A GLANCE

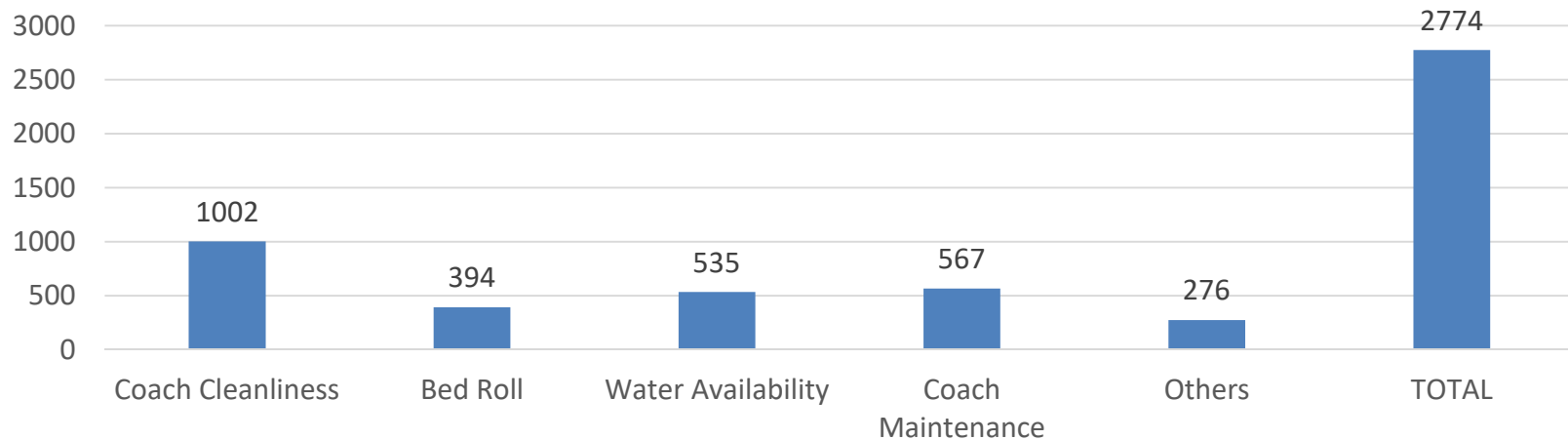
Type wise Complaint
Status Apr-25



Type wise Complaint
Status MAY-25



Type wise Complaint Status JUN-25



Status of Budget Position in LJN division

figure in thousands

D.No.	PU	Expenditure(2024-25)	Expenditure up to June(2024-25)	B.E 2025-26	B.G 2025-26 AS on 15.04.25	B.P./Month (2025-26)	Through forward 2024-25	Expenditure up to June(2025-26)	Liability (2024-25)
06-210	27	223706	29845	181468	147051	36763	0	39039	
	28	64342	18257	75902	59883	14971	6745	25537	
	32	33528	3640	49147	30368	7592	0	7082	
06-310	27	86656	10945	102061	82703	20676	0	26065	
	28	1407	686	2625	2071	518	0	257	
	32	326	194	27533	17013	4253	7793	9940	
07-330	28	314	86	105	59	18	0	0	
	32	6073	3016	31526	24248	6062	0	2738	
08-530	27	24931	2386	21637	19582	4895	0	3139	
	28	8448	2064	4200	3985	996	0	2041	
	32	6416	1835	9570	7905	1976	550	2604	
08-580	27	207393	62018	253015	228991	57248	0	40171	
	28	548	250	1495	1419	355	0	40	
	31	121566	29814	127602	106102	26525	0	36413	
	32	280026	102331	364680	292348	73087	36713	78379	
08-590	32	323514	65476	299563	244170	61042	18473	75921	
09-280	28	217	0	391	372	93	0	2394	
	32	104030	23386	132614	88871	22218	6932	32942	
Total		1493441	356229	1685134	510210	339288	0	384702	

Performance of KPI related item

Key Performance Indicators	Unit of Measurement	Annual Target 2025-26	Performance for the month (Previous Year) (Nos.)	Performance for the month (Current Year) (Nos.)	Cummulative performance upto the month (Nos.)	Cummulative performance upto the month in Previous Year (Nos.)
Asset Reliability (Average increase in asset reliability/improvement over last year):- All data as per ICMS						
(d1) Coach Detachment (Ownership Basis)	Nos.	5	1	0	0	1
(e1) Wagon Detachment (Territorial Basis)	Nos.	5	0	0	0	0
(h) C&W Others Failures (Territorial Basis)	Nos.	5	4	5	8	17
IMPROVEMENT IN SAFETY PERFORMANCE						
(d) Hot axles (ownership basis)	Failures per 1000 wagon outturn					
(d1) Hot axles case (ownership basis)	Nos.	5	0	0	0	0
(d2) Wagon Outturn (ROH)	Nos.		138	159	478	408
2.0 (r) Facility for freight train examination(Total A category examination yards X Total lines with welding, lighting and pathway facility)/(Total examination yards X Total lines Examination in the yard)			Nos.	3	3	

A. Air Brake

RDSO MODIFICATION

Implementation of modification in pneumatic pipeline layout of air spring, air suspension control equipments and FIBA with provision of SAE 100 R3 grade Hose Pipe as per RDSO letter.

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	471	66	53
Cumulative No. of coaches modified	471	66	53
Target for balance coaches	NIL	NIL	NIL



A. Air Brake

RDSO MODIFICATION

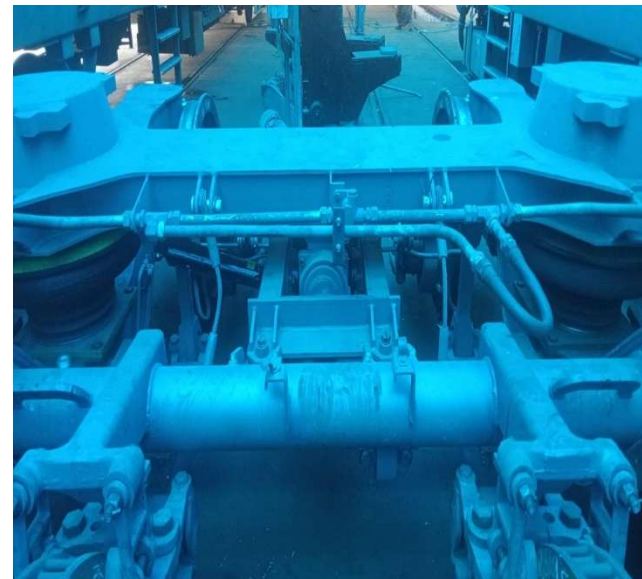
Implementation of modification in air brake pipeline & associated fittings in LHB Coaches as per RDSO letter

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	347	42	53
Cumulative No. of coaches modified	347	42	53
Target for balance coaches	NIL	NIL	NIL



Before

After



A. Air Brake

RDSO MODIFICATION

Provision of additional dirt collector in BP pipe line before FIBA device in all LHB coaches as per RCF CAI No. CAI/RCF/MECH/LHB/040 Rev-00.

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	609	212	46
Cumulative No. of coaches modified	556	109	32
Target for balance coaches	53	103	14



Before



After

A. Air Brake

RDSO MODIFICATION

Ensuring Projection of BP and FP metal pipe from headstock as specified in RDSO letter under reference

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	12	8	00
Cumulative No. of coaches modified	12	8	00
Target for balance coaches	NIL	NIL	NIL

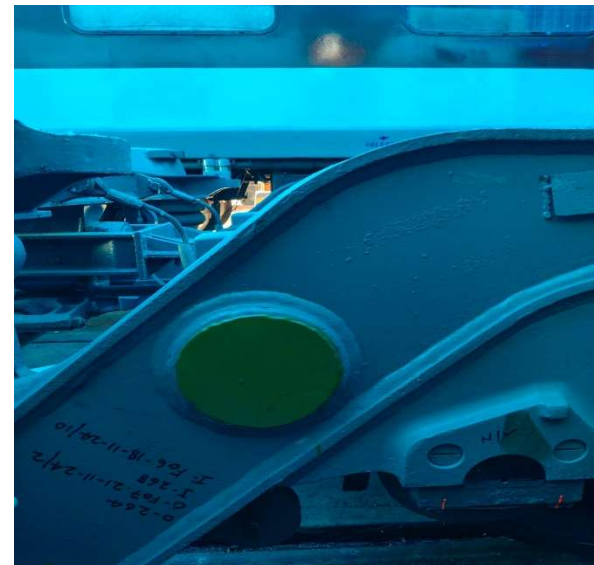


Standard

RDFO MODIFICATION

primary bump stop height.

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	60	45	10
Cumulative No. of coaches modified	60	45	10
Target for balance coaches	NIL	NIL	NIL



B. Bogie Frame related

RDSO MODIFICATION

Strengthening of ICF Bogie frames.

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	0	0	70
Cumulative No. of coaches modified	0	0	25
Target for balance coaches	0	0	45



Before

After



C. Passenger amenities related

RDSO MODIFICATION

Modification for shifting of EPPFS from underslung to onboard.

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	460	273	66
Cumulative No. of coaches modified	00	45	00
Target for balance coaches	460	228	66

C. Passenger amenities related

Implementation of CAI regarding lavatory wash basin drain outlet pipe laying for waste water

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	0	350	66
Cumulative No. of coaches modified	0	350	66
Target for balance coaches	0	NIL	NIL



C. Passenger amenities related

RDSO MODIFICATION

Provision of dual water filling arrangement in coaches

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	725	200	66
Cumulative No. of coaches modified	452	00	00
Target for balance coaches	273	200	66



Before

After



C. Passenger amenities related

RDSO MODIFICATION

Provision of double inlet blower in LHB type Non AC coaches

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	413	123	00
Cumulative No. of coaches modified	86	39	00
Target for balance coaches	327	84	00

D. Other Modification

RDSO MODIFICATION

Revised wiring scheme for WSP system of LHB Coaches

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	178	73	66
Cumulative No. of coaches modified	73	64	60
Target for balance coaches	105	09	06



Before

After



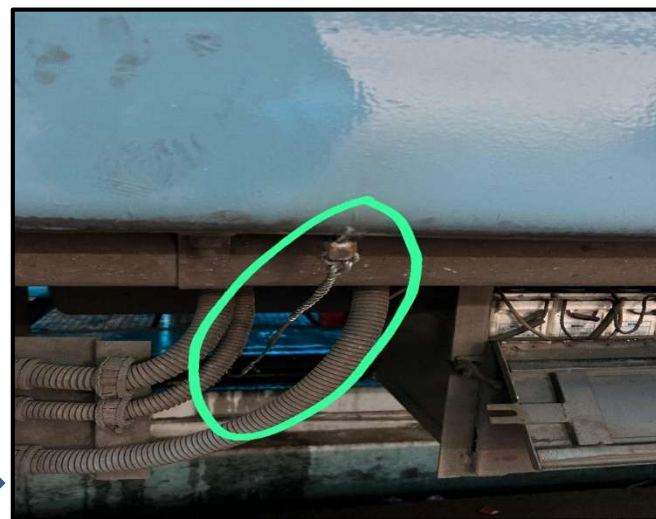
D. Other Modification^{RDSO MODIFICATION}

Ensuring modification in wire rope arrangement fitted with M/s Faiveley Transport brake system

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	329	57	15
Cumulative No. of coaches modified	329	57	15
Target for balance coaches	00	00	00



Before



After

D. Other Modification

RDSO MODIFICATION

Provision of TPU rings in LHB coaches.

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	990	45	50
Cumulative No. of coaches modified	343	45	17
Target for balance coaches	647	NIL	33



D. Other Modification

RDSO MODIFICATION

Provision of stiffener plate of CBC as per revised specification from RDSO

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	990	200	66
Cumulative No. of coaches modified	00	00	00
Target for balance coaches	990	200	66



D. Other Modification RDSO MODIFICATION

Ensuring provision of tertiary locking pin arrangement in AAR H type tight lock CBC with BDG to RDSO spec RDSO/2011/CG-03 (Rev-03)

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	428	350	66
Cumulative No. of coaches modified	284	346	60
Target for balance coaches	144	04	06



Before

After



D. Other Modification

RDSO MODIFICATION

Modification of Wheel set earthing Equipment

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	990	350	66
Cumulative No. of coaches modified	00	00	00
Target for balance coaches	990	350	66

D. Other Modification

RDSO MODIFICATION

Standardised installation of WSP Junction Box and sensor in LHB Coaches.

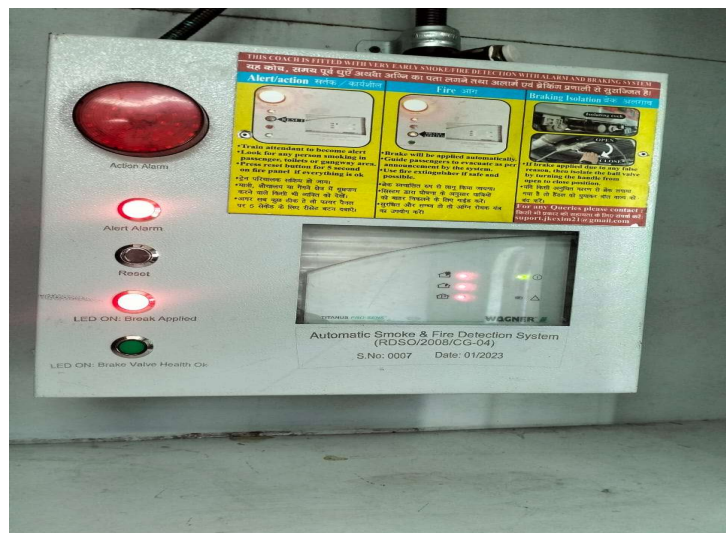
	GKP	ASH	GTNR
No. of coaches where this modification is to be done	990	73	66
Cumulative No. of coaches modified	00	64	06
Target for balance coaches	990	09	60

E. Fire Safety

RDSO MODIFICATION

Retrofitment/fitment of aspiration type Automatic Smoke/Fire Detection with Alarm System in
IR AC Coaches

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	220	42	17
Cumulative No. of coaches modified	220	42	17
Target for balance coaches	NIL	NIL	NIL



E. Fire Safety

RDSO MODIFICATION

100% conversion from manual to automatic FDSS/FSDS in pantry cars, power cars and AC Coaches.

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	64	205	20
Cumulative No. of coaches modified	64	205	20
Target for balance coaches	00	00	NIL

Before



After

E. Fire Safety

Standardization of 2 Amp circuit breaker in FSDS system for IR AC Coaches

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	537	191	17
Cumulative No. of coaches modified	158	89	02
Target for balance coaches	379	102	15



E. Fire Safety

Standardized location for fitment of automatic FSDS system in AC coaches.

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	100	74	17
Cumulative No. of coaches modified	00	0	01
Target for balance coaches	100	74	16



E. Fire Safety

Segregation of positive and negative cables in separate conduits for FSDS systems

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	449	191	17
Cumulative No. of coaches modified	213	89	03
Target for balance coaches	236	102	14



E. Fire Safety

Power supply from SBC panel for FSDS System.

	GKP	ASH	GTNR
No. of coaches where this modification is to be done	537	191	17
Cumulative No. of coaches modified	227	89	02
Target for balance coaches	310	102	15



ANNEXURE B

RDSO MODIFICATION

One Time Confirmation Sheet for Modifications/Instructions in Coaches for Zonal Railways related to Vande Bharat Coaches

List of Modifications				Enclosed with Letter No: 2017/M(C)/137/11 Pt. Dt. 07.04.2025			
				Railway as on (01.07.2025)			
S.N.	Modification	Ref. Letter/CAI	DEPOT	No. of coaches where this modification is to be done	No. of coaches modified	Balance coaches	Target for balance coaches
A. Air Brake							
1	Proper fitment of lavatory door handle with back place plate	B-2023/03 25-02-2023	GKP	6+14	6+14	0	
			ASH	6	6	0	
2	Closing of louvre of cab door in DTC of Vande Bharat to prevent entry of outside air	A2023/08 12-07-2023	GKP	2+2	2+2	0	
			ASH	2	2	0	
3	Closing of holes around plumbing pipeline in underframe for modular toilet and pantry equipments	B-2023/11 28-09-2023	GKP	8+16	8+16	0	
			ASH	8	8	0	
4	Modification sketch for extension of footrest in executive class seat	A-2023/12 30-09-2023	GKP	NA	NA	NA	
			ASH	NA	NA	NA	
5	Provision of closing sheet inside the lavatroy window in all coaches except DTC	A-2023/12(Pt. no 1) 06-10-2023	GKP	6+14	6+14	0	
			ASH	6	6	0	

ANNEXURE B

RDSO MODIFICATION

One Time Confirmation Sheet for Modifications/Instructions in Coaches for Zonal Railways related to Vande Bharat Coaches

List of Modifications				Enclosed with Letter No: 2017/M(C)/137/11 Pt. Dt. 07.04.2025			
				Railway as on (01.07.2025)			
S.N.	Modification	Ref. Letter/CAI	DEPOT	No. of coaches where this modification is to be done	No. of coaches modified	Balance coaches	Target for balance coaches
A. Air Brake							
6	Provision of additional thermal insulation for IC door partition in all coaches	A-2023/12(Pt. no 2) 06-10-2023	GKP	8+16	8+16	0	
			ASH	8	8	0	
7	Provision of additional thermal insulation for driver cab back side partition in DTC coaches	A-2023/12(Pt. no 3) 06-10-2023	GKP	2+2	2+2	0	
			ASH	2	2	0	
8	Provision of thermal insulation foam between nose cone and shell in DTC coaches	A-2023/12(Pt.no 4) 06-10-2023	GKP	2+2	2+2	0	
			ASH	2	2	0	
9	Gap between driver desk sides and FRP interior panel arrested by thermal insulation foam(25/50mm thickness) with adhesive from top side and also from the front vertical side.	A-2023/12(Pt.no 4) 06-10-2023	GKP	2+2	2+2	0	
			ASH	2	2	0	
10	Closing of louver of PRM toilet in DTC from outside	A-2023/12(Pt.no 5) 06-10-2023	GKP	2+2	2+2	0	
			ASH	2	2	0	

ANNEXURE B

RDSO MODIFICATION

One Time Confirmation Sheet for Modifications/Instructions in Coaches for Zonal Railways related to Vande Bharat Coaches

List of Modifications				Enclosed with Letter No: 2017/M(C)/137/11 Pt. Dt. 07.04.2025			
				Railway as on (01.07.2025)			
S.N.	Modification	Ref. Letter/CAI	DEPOT	No. of coaches where this modification is to be done	No. of coaches modified	Balance coaches	Target for balance coaches
A. Air Brake							
11	The gap between RA duct opening and the RA grill should be filled with thermal sheet to avoid suction of air from outside the saloon area.	MD/D/TrainSeURBContract/186G 11-10-2023	GKP	8+16	8+16	0	
			ASH	8	8	0	
12	Roof panelling just after the RA duct opening should be properly fixed and sealed	MD/D/TrainSeURBContract/186G 11-10-2023 (Pt.no 7)	GKP	8+16	8+16	0	
			ASH	8	8	0	
13	The availability of lavatory exhaust pipe and its connection to end wall to be checked and same to be ensured connected intact	MD/D/TrainSeURBContract/186G 11-10-2023 (Pt.no 9) A-2023/13(Pt .no 7) 27-10-2023	GKP	8+16	8+16	0	
			ASH	8	8	0	
14	Sealing of air duct and frame at supply side in all coaches	A-2023/13(Pt no 6) 27-10-2023	GKP	8+16	8+16	0	
			ASH	8	8	0	
15	Sealing of driver cab IC door, CRW panel door and TCAS panel door and CCMS door in DTC.	A-2023/13(Pt.no 1) 27-10-2023 A-2023/14(Pt no 1) 02-	GKP	2+2	2+2	0	
			ASH	2	2	0	

ANNEXURE B

RDSO MODIFICATION

One Time Confirmation Sheet for Modifications/Instructions in Coaches for Zonal Railways related to Vande Bharat Coaches

List of Modifications				Enclosed with Letter No: 2017/M(C)/137/11 Pt. Dt. 07.04.2025			
				Railway as on (01.07.2025)			
S.N.	Modification	Ref. Letter/CAI	DEPOT	No. of coaches where this modification is to be done	No. of coaches modified	Balance coaches	Target for balance coaches
A. Air Brake							
16	Sealing paps wetween return air grill and return air duct opening	A-2023/13(Pt.no.2) 27-10-2023	GKP	8+16	8+16	0	
		A-2023/14(Pt.no 2) 02-11-2023	ASH	8	8	0	
17	Sealing of gaps with rubber profile and flat rubber in the periphery of return air grill in all coaches	A-2023/13(Pt.no.3) 27-10-2023	GKP	8+16	8+16	0	
		A-2023/14(Pt.no 3) 02-11-2023	ASH	8	8	0	
18	Provision of rubber sealing(Polyolefin foam) for IC door all over the edges	A-2023/13(Pt.no 5) 27-10-2023	GKP	8+16	8+16	0	
			ASH	8	8	0	
19	Sealing of return air duct opening and black jet panel in all coaches	A-2023/13 27-10-2023	GKP	8+16	8+16	0	
			ASH	8	8	0	
20	Sealing of louvre of window in pantry of all coaches from outside	A-2023/13(Pt.no 13) 27-10-2023	GKP	8+16	8+16	0	
		A-2023/14(Pt.no 4) 02-11-2023	ASH	8	8	0	

ANNEXURE B

RDSO MODIFICATION

One Time Confirmation Sheet for Modifications/Instructions in Coaches for Zonal Railways
related to Vande Bharat Coaches

List of Modifications				Enclosed with Letter No: 2017/M(C)/137/11 Pt. Dt. 07.04.2025			
				Railway as on (01.07.2025)			
S.N.	Modification	Ref. Letter/CAI	DEPOT	No. of coaches where this modification is to be done	No. of coaches modified	Balance coaches	Target for balance coaches
A. Air Brake							
21	Spacer to be provided above wiper mounting bracket in DTC coaches	A-2023/16 10-11-2023	GKP	2+2	2+2	0	
			ASH	2	2	0	
22	Cut away of wiper cover shall be modified in DTC coaches	A-2023/16 10-11-2023	GKP	2+2	2+2	0	
			ASH	2	2	0	
23	Provision of space for serving of parking trolley	A-2024/01 12.01.2024	GKP	6+14	6+14	0	
			ASH	6	6	0	

Wagon Maintenance Facilities

	Sick Line		ROH Line	
Details of Sick Line Shed	Line 1	Line 2	Line 1	Line 2
Length In Meters	100	100	100	100
Covered Shed	100	100	100	100
Uncovered (CC Apron)	25 each end	25 each end	25 each end	25 each end
Width	9	9	22	22
EOT Working Length	97	97	97	97
Pit Length	20	20	0	0
Holding Capacity	7	7	7	7
Working Capacity	4	4	4	4

Wagon Maintenance Facilities

YARD LINES			
Details of Pit Line	Line No 20	Line No 21	Line No 22
Length In Meters (FM to FM)	690	690	690
north side pathway width	3 m	3.2 m	1.8 m
south side pathway width	1.8 m	3 m	3.2 m
wagon holding capacity	43	43	43
no of side lights (north side)	57	40	58
no of side lights (south side)	58	56	59
No of welding points (north side)	Total 11 electric oil cooled welding machine & 02 Diesel welding machine kept at examination yard which covers Line No- 20,21,22		
No of welding points (south side)			
Pneumatic Asset	01 No. Electric air compressor, 01 No. Diesel air compressor , 02 Nos. Rake Test Rig.		
Other Asset	01 No. Fork lift, 02 No. platform truck, 02 E-rikshaw, Jacks, Gauges etc.		

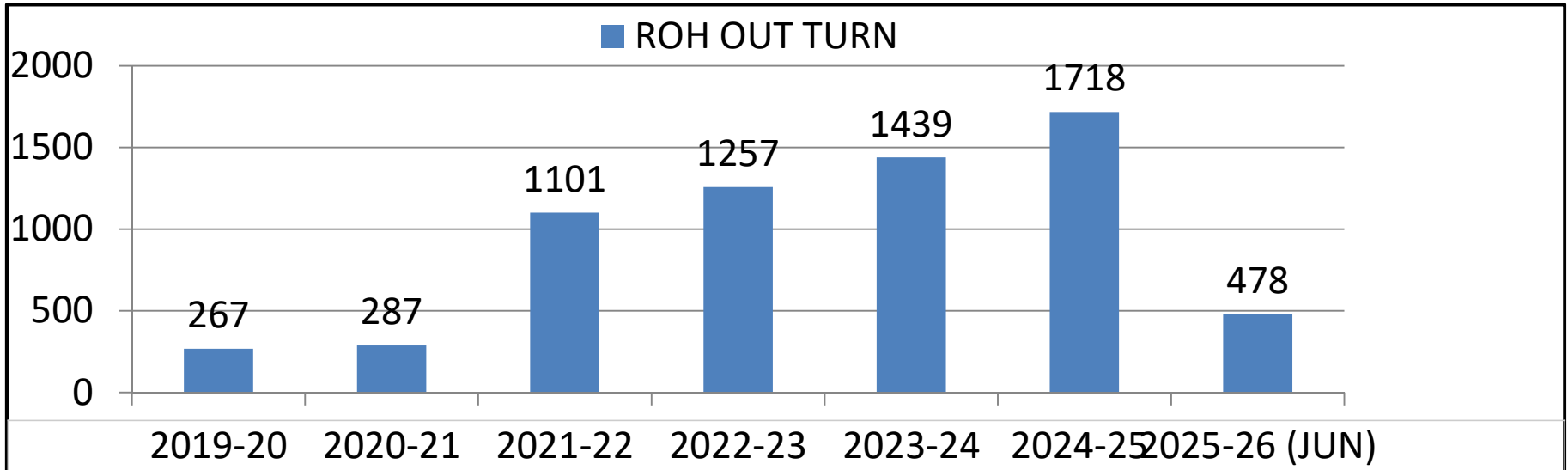
GOODS INTENSIVE EXAMINATION

2024-25					2025-26								
Month	BG Goods train intensive examination			Total	Month	BG Goods train intensive examination			Total				
	Premium Rake	Special Premium Rake	Non Premium Rake			Premium Rake	Special Premium Rake	Non Premium Rake					
Apr-24	196	0	8	204	Apr-25	236	0	16	252				
May-24	181	0	4	185	May-25	184	0	23	207				
Jun-24	180	0	9	189	Jun-25	196	0	18	214				
Jul-24	201	0	15	216									
Aug-24	236	0	8	244									
Sep-24	236	4	11	251									
Oct-24	225	1	13	239									
Nov-24	232	0	8	240									
Dec-24	253	0	9	262									
Jan-25	259	0	6	265									
Feb-25	244	0	9	253									
Mar-25	258	0	13	271									
Total	2701	5	113	2819	Total	616	0	57	673				

GOODS INTENSIVE EXAMINATION

2021-22				2022-23					2023-24				
Month	BG Goods train intensive examination			Month	BG Goods train intensive examination			Total	Month	BG Goods train intensive examination			Total
	Premiu m Rake	Non Premiu m Rake	Total		Premiu m Rake	Special Premiu m Rake	Non Premium Rake			Premiu m Rake	Special Premiu m Rake	Non Premiu m Rake	
April-21	196	23	219	April-22	179	0	18	197	Apr-23	205	19	18	242
May-21	172	17	189	May-22	108	0	13	121	May-23	171	37	16	224
June-21	198	13	211	June-22	75	1	8	84	Jun-23	174	32	11	217
July-21	177	11	188	July-22	181	9	18	208	Jul-23	193	19	15	227
Aug-21	176	12	188	Aug-22	219	1	13	233	Aug-23	192	17	13	222
Sep-21	184	19	203	Sep-22	222	4	11	237	Sep-23	169	10	13	192
Oct-21	205	13	218	Oct-22	191	5	17	213	Oct-23	198	7	13	218
Nov-21	206	9	215	Nov-22	217	0	13	230	Nov-23	225	4	10	239
Dec-21	184	11	195	Dec-22	242	0	16	258	Dec-23	260	5	10	275
Jan-22	201	8	209	Jan-23	275	7	20	302	Jan-24	265	4	9	278
Feb-22	197	10	207	Feb-23	205	4	17	226	Feb-24	220	0	9	229
Mar-22	175	13	188	Mar-23	199	7	19	225	Mar-24	224	8	8	240
Total	2271	159	2430	Total	2313		183	2534	Total	2496	162	145	2803

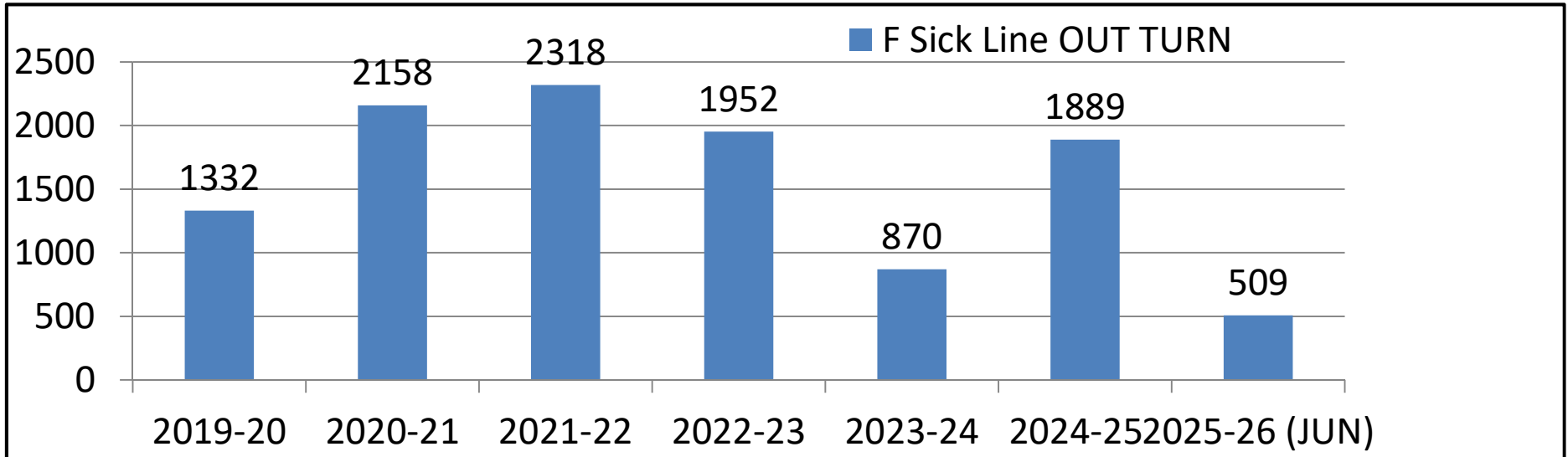
ROH OUT TURN



Depot	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
GD	267	287	1101	1257	1439	1718	478
Avg/month	22.25	23.92	91.75	104.75	119.92	143.17	159.33

2021-22			2022-23			2023-24			2024-25			2025-26		
Month	Target	ROH Out Turn	Month	Target	ROH Out Turn	Month	Target	ROH Out Turn	Month	Target	ROH Out Turn	Month	Target	ROH Out Turn
April-21	40	57	April-22	100	114	Apr-23	100	115	Apr-24	132	123	Apr-25	132	160
May-21	40	47	May-22	100	53	May-23	100	120	May-24	132	147	May-25	132	159
June-21	40	46	June-22	100	50	Jun-23	100	120	Jun-24	132	138	Jun-25	132	159
July-21	50	48	July-22	100	114	Jul-23	100	117	Jul-24	132	145		132	
Aug-21	100	88	Aug-22	100	101	Aug-23	100	114	Aug-24	132	144		132	
Sep-21	100	130	Sep-22	100	103	Sep-23	100	112	Sep-24	132	145		132	
Oct-21	100	117	Oct-22	100	115	Oct-23	100	122	Oct-24	132	142		132	
Nov-21	100	122	Nov-22	100	115	Nov-23	100	110	Nov-24	132	134		132	
Dec-21	100	125	Dec-22	100	140	Dec-23	100	116	Dec-24	132	133		132	
Jan-22	100	117	Jan-23	100	122	Jan-24	100	117	Jan-25	152	155		152	
Feb-22	100	101	Feb-23	100	115	Feb-24	100	135	Feb-25	152	154		152	
Mar-22	100	103	Mar-23	100	115	Mar-24	100	141	Mar-25	152	158		152	
Total	970	1101	Total	1200	1257	Total	1200	1439	Total	1644	1718	Total	1644	478

FREIGHT SICK LINE OUT TURN



Depot	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
GD	1332	2158	2318	1952	870	1889	509
Avg/month	111	179.83	193.16	162.67	72.5	157.42	169.67

2021-22			2022-23			2023-24			2024-25			2025-26		
Month	Sick	Fit	Month	Sick	Fit	Month	Sick	Fit	Month	Sick	Fit	Month	Sick	Fit
April-21	146	143	April-22	166	167	Apr-23	63	62	Apr-24	121	117	Apr-25	189	190
May-21	141	148	May-22	92	107	May-23	59	55	May-24	103	101	May-25	162	141
June-21	190	177	June-22	143	139	Jun-23	58	55	Jun-24	180	165	Jun-25	184	178
July-21	269	281	July-22	270	307	Jul-23	51	50	Jul-24	188	163			
Aug-21	129	135	Aug-22	245	260	Aug-23	74	67	Aug-24	165	176			
Sep-21	143	144	Sep-22	197	202	Sep-23	68	67	Sep-24	197	193			
Oct-21	189	185	Oct-22	208	188	Oct-23	64	59	Oct-24	224	218			
Nov-21	205	201	Nov-22	185	189	Nov-23	91	89	Nov-24	157	150			
Dec-21	249	244	Dec-22	160	160	Dec-23	115	107	Dec-24	165	160			
Jan-22	236	255	Jan-23	102	102	Jan-24	87	83	Jan-25	157	143			
Feb-22	170	178	Feb-23	73	71	Feb-24	74	74	Feb-25	163	146			
Mar-22	237	227	Mar-23	71	60	Mar-24	105	102	Mar-25	163	157			
Total	2304	2318	Total	1912	1952	Total	909	870	Total	1983	1889	Total	535	509

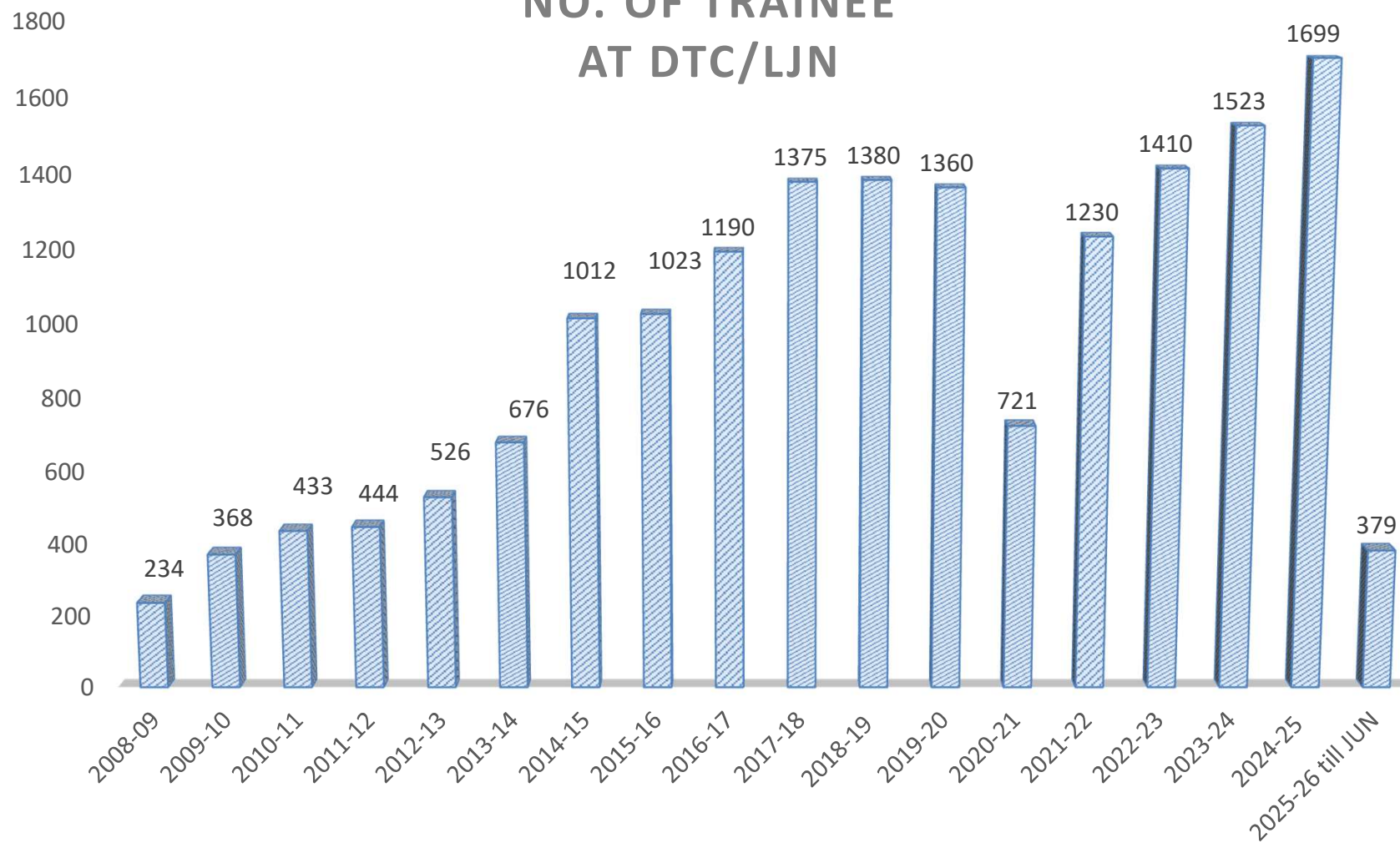
REFRESHER

Month/Year	Category	Opening Balance	Due in Current Month	Total Current Due	Refresher done in current month	Closing Balance
Apr-25	SUPERVISOR	2	2	4	2	2
May-25		2	0	2	0	2
Jun-25		2	9	11	6	5
Jul-25		5	0	5		0
Aug-25		0	6			0
Sep-25		0	0			0
Oct-25		0	0			0
Nov-25		0	3			0
Dec-25		0	0			0
Jan-26		0	4			0
Feb-26		0	0			0
Mar-26		0	3			0

Month/Year	Category	Opening Balance	Due in Current Month	Total Current Due	Refresher done in current month	Closing Balance
Apr-25	ARTISAN	0	7	7	7	0
May-25		0	26	26	20	6
Jun-25		6	31	37	23	14
Jul-25		14	23	37		0
Aug-25		0	0			0
Sep-25		0	13			0
Oct-25		0	15			0
Nov-25		0	15			0
Dec-25		0	9			0
Jan-26		0	6			0
Feb-26		0	13			0
Mar-26		0	2			0

TRAINING DURING THE YEARS

NO. OF TRAINEE AT DTC/LJN



Innovations

Horn modification of SPARMV ASH Rake No.62 & 88

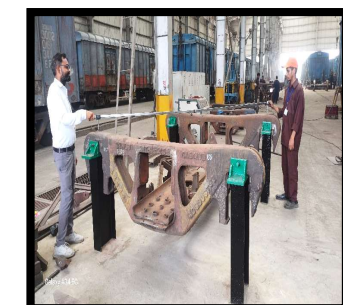
When there was movement of SPARMV, when the horn was blown during operation, the people passing through the track would not hear the sound of the horn and people would not be alert and vacate the track beforehand, due to which there was a possibility of CRO and MRO incidents occurring many times because SPARMV moves at its maximum speed of 105 KMPH. In this regard, the above comment has also been recorded by the Loco Pilot of SPARMV in the SPARMV Loco Pilot Diary. In this regard, correspondence was made to the IZN workshop of SPARMV Rake No. 62 during POH for necessary repairs and modifications, but the workshop demanded RDSO guide lines and drawings etc. in this regard, which were not available and this work was not done by the workshop. Ultimately, through the dedicated staff of ART/SPARMV/ASH, through their own efforts, the horn of SPARMV was modified at the local level and was removed from the bottom and placed near the head light, the result of which was that now when the horn was blown, its sound, which used to echo only nearby, now started reaching far and people were alert from a distance and were leaving the railway track when the horn was blown during the movement of SPARMV. In this regard, the loco pilot also admitted that people are already becoming alert on blowing the horn and now the possibility of CRO/MRO has reduced. The above modification work is indicative of the courage, dedication, hard work, responsibility and innovation of the employees and is in the interest of the Railways. Due to this modification, any untoward incident like CRO/MRO etc. will be avoided by SPARMV



Innovations

Tramplng of Assembled Bogies during ROH

During gauging of bogie/trolley in ROH depot/Gonda, if cross trembling ($3018 \pm 4-5\text{mm}$) and more or less than journal center (2260mm) was found, the trolley was rejected, which was not available in ROH depot/Gonda to correct it. Apart from this, in case the side frame cracked, the entire trolley had to be replaced. Due to limited pool of CASNUB 22 (NLB, HS) trolley at ROH Depot Gonda and irregularities in cross trembling during wagon ROH work, there was a lot of problem in maintaining the pool and difficulty in achieving the ROH target every day. After construction of cross trembling fixture from the local resources available in ROH depot, the irregularities found in the trolleys whose cross trembling distance and journal center distance are found can be rectified by gauging the cross trembling by placing the trolley on this fixture. Apart from this, the spring plank found damaged in the trolley can also be changed. It will be possible to repair it through this fixture



Innovations

Repair Bench for Repair of Brake Cylinder

Earlier, the resource for repairing the brake cylinder manufactured by Escorts was not available at ROH Depot Gonda, but if any kind of failure related to the brake cylinder was found, it was attended & rectified by the firm under warranty. At present, the repair work of the brake cylinders of the wagons fitted with Escorts make brake cylinders whose warranty period has expired was not possible due to non-availability of test/repair bench & related equipment at Depot. To solve the problem, in order to repair the brake cylinder manufactured by Escorts, construction of repair bench & related tools have been made available at the depot level through the resources available.



Window Bar Modification

Window Bars often break during service in Sleeper and General Class LHB coaches maintained at Coaching Depot/Aishbagh, which can cause passenger accidents. In this context, the supervisors and employees of Coaching Depot/Aishbagh have secured the window bars by placing supporting bars in between, due to which the window bars are being protected from getting damaged and railway revenue is being saved



Innovations

Speed Sensor Connector

The speed sensor connector in LHB coaches at Coaching Depot/Ashbagh often used to break during service. During maintenance of trains, it is replaced with a new one, resulting in loss of railway revenue. In this context, due to tireless efforts of the supervisor and employees working at Coaching Depot/Ashbagh, the speed sensor connector is being repaired and reinstalled in coaches for service, which is saving a lot of railway revenue. This work done by Coaching Depot/Ashbagh is commendable.



Pneumatic Flushing System

The Pneumatic Flushing System has been displayed in the model room located at Coaching Depot/Ashbagh for the enlightenment of the employees coming for training. It has been developed with the tireless efforts of the supervisor and employees using the local resources available at the depot.



Fire Extinguisher Cylinder Hydraulic Pressure Testing Device

A Hydraulic Pressure Testing Device has been constructed at the depot level for testing Fire Extinguishers fitted in coaches for fire prevention in Coaching Depot/Ashbagh. Through this, the quality of cylinders fitted in fire extinguishers is being tested.



Innovations

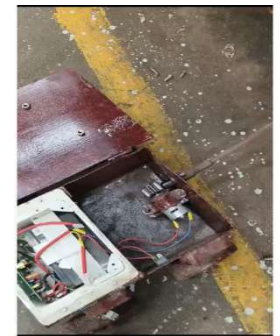
Bush Pressing Device -

This device has been developed in-house with the tireless efforts of supervisors and employees using the resources available at Coaching Depot/Ashbagh. With the help of this device, the work of pressing the control arm, CBC head coupler, traction center lever and rule link of vehicles in the depot is becoming very easy and a lot of railway revenue is also being saved. This is an incomparable and exemplary work at the depot level



Pole Wheel Simulator

A pole wheel simulator has been designed to check the speed sensor's functionality using the available resources at Coaching Depot/Ashbagh. This is helpful in activating the speed sensor fitted in the damper valve of coaches during maintenance. Maintenance of coaches is very convenient with the help of this device.



Air Pressure Discharge Hose Cleaning Valve for Fire Extinguisher

Due to the tireless efforts of the supervisor and employees of the “Fire Extinguisher Testing Room” located at Coaching Depot/Ashbagh, Air Pressure Discharge Hose Cleaning Valve for Fire Extinguisher has been made using the local resources available at the depot, which is making the hose cleaning of fire extinguishers kept in coaches very easy, which is a commendable effort.



Welding Machine Wire Wrapping Gadget

Due to the distance between the welding machines installed on the pathway in the freight yard Gonda, the insulation may get cut while pulling the welding cable on the ground and taking it from one place to another or it may break due to being left on the pathway by mistake during the movement of fork lift etc. To solve this problem, wire wrapping gadget has been manufactured using the resources available at the depot level so that the wire can be opened and used as per the requirement and can be wrapped easily after use and the insulation cover of the wire etc. will not get damaged.



ART/GD

Lifting arrangement gadget for ART

Earlier, many employees had to work together to take out and put back heavy equipment kept in Coach no. 93880 NE of ART/Gonda located at Gonda on site or during inspection, due to which there was a possibility of employees getting injured during work. Hence, to overcome this problem in the said coach, lifting arrangement gadget has been constructed through the resources available at depot level, so that the heavy equipment present inside the coach can be safely taken down or put up outside the vehicle with the help of pulley.



Self Propelled Inspection Trolley

Self-propelled inspection trolley has been developed by ART staff at Goods Depot/Gonda using depot resources. This trolley can run on both on-road and off-road surfaces, with the help of which restoration work can be easily inspected at the accident site, which will make it possible to get the restoration work done in a short time.



Mono Rail cum Road Trolley – ART/GKP

It is often seen at the accident site that ART is not able to reach the derailment site. In this situation, more manpower and a lot of hard work has to be done to take the ART equipment to the accident site. Using the same track, equipment and materials can be transported to the accident site easily and in less time by using the mono rail cum road trolley. The Signal and Operation Department does not have any objection to using single track. This trolley can be used on both rail and road and this saves time and manpower.

Local Made Rail Trolley

It is often seen at the accident site that ART is stopped at some distance from the derailment site. Therefore, a lot of inconvenience has to be faced in taking ART equipment to the accident site. By using the adjacent track, equipment and material can be transported to the accident site easily and in less time with the help of this local made rail trolley. This saves time and manpower.



Monorail cum Rail Trolley



Local made Rail Trolley for
Material



Tools & Gauges Display Board

In GKP ART, a well-organized display board showcases tools and gauges, ensuring they are easily identifiable and accessible during use. This systematic arrangement enhances efficiency and reduces time spent searching for the required equipment.

ART/GKP

Iron Skid

After the derailment of a coach, wagon or engine trolley, the derailed coach, wagon or engine is re-railed with the help of HRE Jacks or crane. In this sequence, a wedge block (Konia) is attached to the trolley at the other end of the derailed coach, wagon or engine so that after lifting, the coach, wagon or engine does not roll backwards. Since the material of the wedge block (Konia) is wood, it often breaks due to load and the wheel of the trolley climbs over it, due to which there is a possibility of derailment of the said trolley. In view of this problem, an Iron Skid has been manufactured by ART Gorakhpur. This Iron Skid is attached to the other end of the derailed coach, wagon or engine and clamped to the track, due to which there is no possibility of it slipping and due to its material being iron, there is no problem of it breaking or tearing.



Local Made Tower Light Telescopic Stand

Tower light is used for lighting the accident site during night time for relief work. After lighting the tower light, it is often seen that the blower of the tower light becomes non-functional, due to which the tower light is unable to stand straight and there is a possibility of it falling. With the help of this stand, the tower light can be easily kept erect and work can be performed safely.

Locally made telescopic stand for flood light

Many types of halogen/flood lights are available in ART for lighting at night time for doing relief work at the accident site, but there is a lot of inconvenience due to insufficient space at the accident site to install the flood light. To solve this problem, a locally made telescopic stand for flood lights has been developed. This stand is quite lightweight and halogen/flood light can be placed on it very easily.



ART/GKP

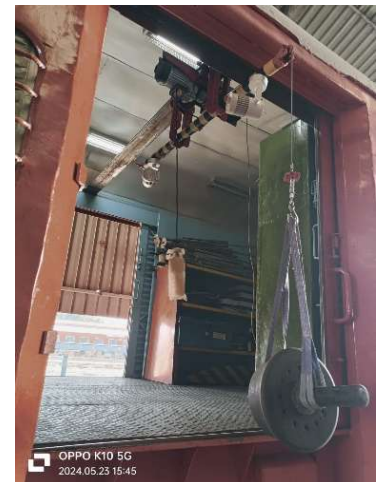
Mini Loading Unloading Device (Single Sided)

The Mini Loading Unloading Device (Single-Sided), developed by ART/GKP, addresses challenges in safely loading and unloading heavy accident relief equipment, especially in areas with height mismatches. Installed in the H.R.E. van, it handles items like tower lights, wheel skates, HRE sets, and jacks up to 500 KG. This simple-to-operate device saves both time & manpower at accident sites, ensuring efficient and safe operations.



Mini Loading Unloading Device (Double Sided)

The Mini Loading Unloading Device (Double-Sided), developed by ART Gorakhpur, simplifies the safe handling of heavy equipment during accident relief operations, even in areas with height mismatches between the train and track. Installed in the power van of the Accident Relief Train (ART), the device has a loading capacity of 500 KG and is easy to operate. It efficiently handles items like tower lights, wheel skates, air shelter tents, and crane batteries, ensuring safety and speed in critical situations. This innovation enhances accessibility and operational efficiency, showcasing a practical solution to field challenges.



Adaptor Clamp

After derailment of wagons, it is re-railed with the help of HRE Jack or Crane. During this, the Adaptor fitted in goods trolley frame slips from its fixed position which has to be corrected again after placing the trolley on the rail track, in which sometimes it gets set easily but many times a lot of effort has to be made to set it, which takes a lot of time. To solve this problem, Adaptor Clamp has been manufactured by ART/GKP, which easily secures the Adaptor to the bogie frame and does not allow the Adaptor to slip from its position, due to which the above problem does not occur after re-railing the trolley and a lot of time is saved.



ART/ASH

Self Propelled Full Gauge Rail Trolley

Self propelled full gauge rail trolley has been constructed for Coaching Depot/Aishbagh based Accident Relief Train (ART). With the help of this trolley, the material used at the accident site (HR machine etc.) can be placed on it and easily transported to the accident site for restoration work. Due to which it will be possible to carry out restoration work in a lesser time along with less manpower.



Rail cum Road Trolley –

The Rail Cum Road Trolley enables quick transport of ART equipment to accident sites where the train cannot reach. Usable on both rail and road, it saves time and manpower without objections from the Signal and Operation Department.



ART/MLN

Road Vehicle

The road vehicle is designed to transport the T&P and M&P items kept at MG ART at Malani from one place to another as per requirement at the accident site.



ART/GKP

Modification Work

Modification work is being done in
ART/GKP



Modification Work

Modification work is being done in ART/GKP



ART/GD

Modification Work

Modification work is being done in ART located at Gonda, under which modification work of Coach No. 92947 NE RSV & 93880 NE RT have been completed.



ART/ASH

Modification Work

Modification work is being done in ART located at Aishbagh, under which modification work of Coach No. 923948 RHV, 930956 RT & 083410 WRT have been completed.



ACHIVEMENT

Gorakhpur-Patliputra Vande Bharat Express 26502/01

The Gorakhpur-Patliputra Vande Bharat Express 26502/01 was flagged off by Hon'ble Prime Minister Shri Narendra Modi in the presence of Hon'ble chief minister Sri Nitish kumar and Hon'ble Governor Sri Arif Mohammad Khan on 20.06.2025 at Patliputra Junction. The Primary maintenance of the Vande Bharat is being carried out by Gorakhpur Depot



ACHIVEMENT

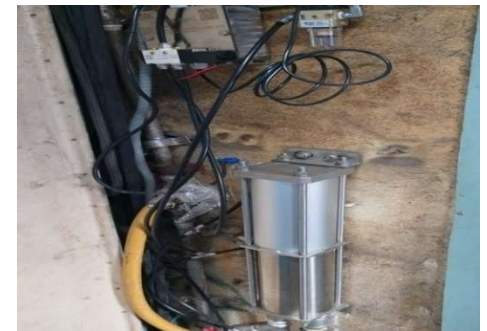
Additional Water Filling Arrangement

To facilitate complete replenishment of water tanks at en-route stations within stipulated halting time, additional water filling arrangements are being provided in coaches with underslung water tanks. This modification was proposed vide Railway Board's letter no. 96/M(C)/141/77 dated 20.05.2024 and it increases the no. of water filling points from existing 01 no. to 03 no. on each side of the coach..



Pressurized Flushing System in TEJAS EXP.

With a view to enhance the quality of passenger comfort items, the fitting of pressurized flushing system has been completed in all coaches of train no. 82501/02 Tejas Express



Heritage Run at Mailani

The heritage run of Vistadome Rake was successfully completed on 05.04.2025 from Mailani station to Bichiya, in which passengers enjoy seeing the vast forest and wildlife spread between Mailani and Bichiya. Also, during the journey, passengers enjoy seeing Dudhwa National Park and Katarnia Wildlife Sanctuary



ACHIVEMENT

Scrap Disposal

- Zero scrap in new coaching complex is a commendable job done under the supervision of Sr. CDO/GKP and continuous efforts of supervisors and GKP depot staff. After scrap removal, the scrap area has been converted into cricket ground in which Depot Premier League was played recently. The scrap removal was also appreciated by PCME/NER Sir during his inspection.

Before



After



ACHIVEMENT

SS-1 Schedule of Train Set 18

- SS-I Schedule of Vande Bharat Train set -18 Rake no. 24 is being done successfully in New Coaching Complex Gorakhpur Depot.



ACHIVEMENT

Automatic Coach Washing Plant/GKP

- On date 25.12.25, PCME/GKP Sir inaugurated The Automatic Coach Washing Plant in coaching depot GKP in presence of HQ & Depot Officers & Incharges and supervisors. With the installation of automatic coach washing plant, the external washing of all the trains placed at pit no. 01 of the depot will be done automatically by the machine. Apart from this, the total water consumption of the entire 22 coach rake under the old system was 6600 liters, whereas the automatic coach washing plant will consume only 1320 liters. Which is a commendable step of Coaching Depot GKP towards environmental protection.



ACHIVEMENT

- **Commissioning of Vande Bharat Express at Aisgbagh Coaching Depot.**
 - Train no. 22545/46 dated 26.03.2024 departed from Uttar Pradesh capital Lucknow at 05:15 and reached Uttarakhand capital Dehradun at 13:35. The train has stops at Bareilly, Moradabad, Haridwar and Dehradun. This is the first Vande Bharat train to connect the capitals of Uttar Pradesh and Uttarakhand.
- **Commissioning of Barhni Coaching Depot**
 - Coaching Depot BNY, commissioned on 03.07.24, plays a vital role in maintaining train operations. With a holding capacity of 60, The depot features a single pit line and a sick line, essential for various maintenance tasks. The depot performs RBPC of Train No. 05033/05034 daily, ensuring safe and reliable operations. It also handles pit examinations for Train No. 05095/05040 across five rakes daily.
- **Operation of Astha Special trains**
 - This year, 51 Aastha special trains were successfully operated for the convenience of the devotees.
- **Commissioning of HAHW in all over division.**
 - Hot Axle box Hot-Wheel Detector (HAHW) system is installed 04 nos. in GD, 01+04 no. in GKP & 04 No. in LJN, it's sensor detect when axle boxes are running hot due to defects, or when wheels are running hot due to brake binding. It can help improve train safety by detecting potential problems and avoid enroute detention.



ACHIVEMENT

- **Completing of Fire Safety Work in coaches of LJN Division.**

- Retrofitment/fitment of aspiration type Automatic Smoke/Fire Detection with Alarm System in IR AC Coaches.
- 100% conversion from manual to automatic FDSS/FSDS in passenger cars, power cars and AC Coaches.



- **Improvement of Pushpak Express in zero defect**

- Complete renovation of coach toilet, Interior (Doorway area, Gangway area coach way apartment,) Exterior - Done
- Vinyl wrapping in Gangway & Aisle area of AC Coaches



