

Coach Code & Rake Link

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COACH CODE

👉 W : (prefix) Vestibuled

👉 Y : (prefix) Suburban

👉 G : Self-generating

👉 E : 4-wheeled stock

👉 L : (prefix) LHB coaches

CLASSES OF ACCOMMODATION

 F : First Class

 S : Second Class

 AC : Air-conditioned

 M : Military

TYPE OF COACH

- ❖ CN : 3-tier sleeper coach
- ❖ CW : 2-tier sleeper coach
- ❖ CZ : Chair car
- ❖ CD : Dining Car
- ❖ CB : Pantry/kitchen car/buffet car
- ❖ CL : Kitchen car
- ❖ CR : State saloon

- ❖ CT : Tourist car (first class) (includes bathrooms, kitchen, and sitting and sleeping compartments)
- ❖ CTS : Tourist car (second class) (includes bathrooms, kitchen, and sitting and sleeping compartments)
- ❖ C : (except as above) With Coupe
- ❖ D : Double-decker & Disabled

CODE & TYPE OF COACHES

- ❖ GS - Second class self-generating.
- ❖ SLR - IInd Class with Brake & Luggage.
- ❖ GLR -Self-generating IInd Class with Brake.
- ❖ DSLR - Disabled IInd Class with Brake & Luggage.
- ❖ WGSCN : Self-generating IInd Class 3-tier Sleeper Vestibuled .
- ❖ FACC : Air conditioning Coach with First Class with coupe.

- ❖ WGFSCWAC : First A.C. cum Second A.C.
- ❖ WGACCW : Air conditioning Two tier Sleeper (Vestibuled).
- ❖ WGACCN : Air conditioning Three tier Sleeper (Vestibuled).
- ❖ WSCZAC : Air conditioning II-nd Class Chair Car.
- ❖ VP : Bogie Parcel Van.
- ❖ EVP : Four wheeler Parcel Van.

- ❖ WLLRMEN : Luggage & Brake with Generator.
- ❖ ER : Inspection Carriage.
- ❖ RA : Officer Saloon.
- ❖ RH : Bogie Medical Van.

LHB COACHES

- LS = Second class
- LSCN = Second class 3-tier sleeper
- LWACCW = AC2 tier sleeping Car (52 berths)
- LWACCN = AC3 tier sleeping car (72 berths)
- LWCBAC = Air-conditioned pantry/kitchen/buffet car
- LWFAC = AC1 Air-conditioned first class

- LWFCZAC = AC Executive chair car (56 seats)
- LWLRRM = Luggage/generator/brake van
- LWSCZAC = Air-conditioned chair car (78 seats)
- LWSCZ = Non AC Chair car
- LWFCACCW = EOG AC First Class Cum Ac Two Tire LHB Coach
- LS 2 = II class non-AC EOG LHB variant in BG coach fitted with modified suspension on FIAT bogie with suspension to Drawing No. LG 90018 with 32 mm shims without 2 under slung water tanks of 685 Lt
Pay load-16.3 T

- LS 3= II class non-AC EOG LHB variant in BG coach fitted with modified suspension on FIAT bogie with suspension to Drawing No. LG 90019 with 32 mm shims without 2 under slung water tanks of 685 Lt capacity, luggage rack shifted upward by 440 mm.
Pay load-18.4 T

- LS4 = LHB GS EOG coach fitted with the new inner spring design of secondary suspension (LW05127) with a combination of existing LG05101 outer spring (Shalimar coach secondary outer spring) and Rubber spring with 36 mm shim. **Pay load-22.6 T**
- LS5= LHB GS EOG coach fitted with **140 KN** Air spring design of secondary. **Pay load-22 T**
- LS5A = LHB GS EOG coach fitted with **160 KN** Air spring design of secondary

RAKE LINKS

- *The basic requirements for rail transportation system are:*
 - ❖ Railway track,
 - ❖ Signalling and telecommunications,
 - ❖ Rolling stock which contains locomotives, coaches and wagons,
 - ❖ Maintenance and operating personnel of these assets.

- Railway track and signals are fixed assets and these are must for running of trains irrespective of the number of trains run.
- The rolling stock and crew requirement are based on quantum of traffic to be handled.
- Careful planning is required in acquisition and utilisation of the coaches, especially the A.C. coaches, since they are costly assets.
- Minimum turn-round time will increase the number of trips & more earning.

OBJECT OF RAKE LINK

- ❖ To ensure optimum utilisation of coaches with minimum lie-over period at destination.
- ❖ Availability of coach for trip.
- ❖ Schedule inspection on due date so that the same is maintained in good fettle for reliable service.
- ❖ Rake links indicate the sequence in which coaches have to operate.

- ❖ Rake links give all the information about the movement of coaches at a glance and can be used as a ready reckoner by operating staff.
- ❖ To achieve maximum utilisation of the rakes.
- ❖ Rake-links are prepared in such a manner that the coaches are kept on run for the maximum number of hours each day.
- ❖ Minimum detention at the terminal stations.
- ❖ Ideal rake-link is one in which lie-over of coaches at destination is minimum, utilisation (km earning per coach per day) is maximum.

PREPARING RAKE-LINKS.

- ❖ Coaches shall be made available for carrying out trip inspection at terminal stations.
- ❖ Coaches are to be made available to the owning depots for carrying out maintenance schedules such as monthly, three monthly, IOH, POH etc.

- ❖ At terminal stations, a minimum time of at least 3 hours shall be provided for connecting other link trains, to avoid link failure as far as possible.
- ❖ Rake stabling siding shall be available at the terminal stations close to the station platforms to avoid unnecessary movement in shunting.

THANKYOU

