

Government of India (Bharat Sarkar)
Ministry of Railways (Rail Mantralya)
Rail Bhawan

No. 2006/TG-I/20/P

New Delhi, Dated: 13 /08/2008

The General Managers,
All Zonal Railways.

(COMMERCIAL CIRCULAR NO. 53 OF 2008)

Sub: Abbreviation for different type of coaches.

Please refer to this office letter of even No. dated 20.02.2007 (Commercial Circular No. 13 of 2007) on the subject quoted above wherein abbreviations to be used for different type of coaches were advised. Consequent upon the introduction of modified high capacity coaches in Sleeper classes, AC Chair Car and 3AC, CRIS has come forward with the following suggestions:-

- (i) These coaches should be treated as different class which should be next to normal coaches in hierarchy for all purposes including coach replacement, upgradation, concession as the fares for high capacity coaches are lower than normal coaches of that class.
- (ii) The following codes/abbreviations should be used for modified and high capacity coaches:-

Type of Coach (High Capacity Coaches)	Code(s) being used in the System	Abbreviation which will be displayed on the coach	Coach numbering pattern
3AC	3H	L	L1, L2, L3
Chair Car	CH	M	M1, M2 M3
SL	SH	N	N1, N2, N3

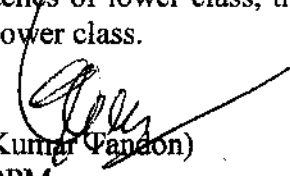
2. The matter has been examined in Board's office and Board is of the view that giving of new codes to a similar type of coach will create confusion in the mind of general public as for them both the coaches i.e. modified and high capacity coaches are of that particular class and are same.

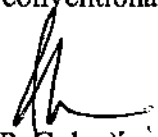
2.1 The following course of action is therefore to be followed:-

- (i) These high capacity coaches should not be introduced in piece meal i.e. in one train in one class the coaches should be either conventional or modified high capacity coaches and not a combination thereof. "Strict compliance of these instructions should be ensured without fail."

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- (ii) Codes of the modified coaches will be the same as that of normal coaches i.e. S1, S2, S3 in case of Sleeper Class and C1, C2, C3 in case of AC Chair Car and B1, B2, B3 in case of AC3 tier. However, for the purpose of defining these coaches in system, separate codes as suggested by CRIS in para 1 above should be used for charging different fares for these class.
- (iii) In case a modified coach attached in a train is damaged, the same should be replaced with the coach of same type/class or with the coach of lower class which are available in the rake i.e. if the rake consists of high capacity coach of lower class, the damaged coach should be replaced with the high capacity coach of lower class and if rake consists of conventional coaches of lower class, then it should be replaced by conventional coach of lower class.


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3. COMs and CPTMs all Zonal Railways.
4. MD, CRIS, Chanakayapuri, New Delhi.
5. EDV (T), EDFC, EDME (Coaching) OSD/TC, V (SS), TG-V branches of Railway Board.
6. Director General, Professor/Training & Professor/Commercial Railway Staff College, Vadodara.
7. The Principals, Zonal Training Centers, Central Railway/Bhusaval, Eastern Railway Dhanbad, Northern Railway, Chandausi, NE Railway, Muzaffarpur, NF Railway, Alipurduar, Southern Railway, Trichy, SE Railway, Sini, Western Railway, Udaipur.
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