

MECHANICAL (C&W) DEPARTMENT
SEALDAH DIVISION

COACH MAINTENANCE POINTS & EXTENT OF ACTIVITY

Sealdah Coaching Depot –

1. It is a mega coaching depot maintaining Total Twenty-six (26) pairs of trains, Out of 26 pairs of train 24 numbers are attended Primary maintenance & 2 numbers are attended Round trip maintenance including SDAH-NDLS Rajdhani & Duranto Express, SDAH-PURI Duranto Express, SDAH-JAT Hamsafar Express, SDAH-DLI Sampark Kranti Express of which following trains running with LHB coaches.

- i) 12313/14-SDAH-NDLS Rajdhani Express (Primary)
- ii) 22201/02- SDAH-PURI Puri Express (Primary)
- iii) 12259/60-SDAH-All Duranto Express(Primary)
- iv) 12329/30-SDAH-DLI Sampark Kranti Express(Primary)
- v) 12379/80-SDAH-ASR Jallianwalabagh Express(Primary)
- vi) 22317/18-SDAH-JAT Hamsafar Express(Primary)
- vii) 12377/78-SDAH-NOQ Padatik Express(Primary)
- viii) 12343/44-SDAH-APDJ Darjeeling Mail(Primary)
- ix) 12987/88-SDAH-All Ajmer Express (Round Trip)

Total Coach holding of this depot is about 914 coaches (ICF & LHB coaches).

2. In addition of coach maintenance activities one 4 Ton capacity Mechanized Laundry plant also maintained. Production of mechanized laundry plant is supplied to upper class passengers of impotent & prestigious Sealdah Based mail express trains.

3. Bio-Toilet Effluent testing laboratory has been developed Sealdah C&W Depot for in-house testing of the discharged waste-water as well as the effectiveness of Bio-toilet system. Out of 3 NOs. stipulated tests, 1 set done in in-house laboratory and other 2 tests done as a regular measure by AMAC Bio-toilet contractual work by M/s Banka Bioloo Ltd.

- pH Value of the Effluent in respect of temperature. – Test by in-house.
- Chemical Oxygen Demand (COD) Test in the effluent. } Test by NABL approved
Fecal Coliform Counts (FCC) Test in the effluent. } Lab.

Bio Toilets in Trains: 1589 coaches have been provided with fitment of 5849 Nos. bio-toilet having 100% working.

Kolkata Coaching Terminal –

1. This depot maintains both rolling stock Coaching & Goods. Kolkata Terminal was opened on 30/01/2006. At present Thirty five (35) mail express & passenger's trains are maintained including Two International train KOAA-DHAKA Maitree Express & KOAA-Khulna Bandhan Express.

Out of Thirty five (35) numbers of trains, Twenty for (24) are attended primary maintenance, Eight (8) are turnaround maintenance & Three (3) Secondary maintenance. Coach holding of this depot is about 621 coaches.

The following trains running with LHB coaches:

1. 12317/18 – KOAA-ASR Akal Takt exp.(Primary)
 2. 12315/16 – KOAA-UDZ – Ananya Exp. (Primary)
 3. 12319/20 – KOAA-AGC – Agra Cantt. Exp. (Primary)
 4. 12357/58 – KOAA-ASR – Durgiana Exp. (Primary)
 5. 13135/36 – KOAA-JYG - Jainagar Express(Primary)
 6. 13167/68 – KOAA-AGC – Agra Cantt. Exp. (Primary)
 7. 22323/24 - KOAA-GCT – Shabd Bhedi SF Exp.(Via BSB) (Primary)
 8. 13121/22 – KOAA-GCT – Gazipur City Weekly Exp. (Via CPR) (Primary)
 9. 13109/10 – KOAA-DHAKA – Maitree Exp. (Primary)
 10. 13129/30 – KOAA-Khulna – Bandhan Exp. (Primary)
 11. 13181/82 – KOAA-SHTT – Kaziranga Exp. (Primary)
 12. 13151/52 – KOAA-JAT – Jammu Tawi Exp. (Primary)
2. Automatic Coach Washing Plant is able to achieve complete exterior cleaning of a rake of 24 coaches in about 15-20 minutes time while being placed on the pit line, for primary/secondary maintenance. Total Length of Apron - 61500 mm.
 3. Water recycling plant incorporates ETP and associated pumping arrangement; result in 80% water getting recycled. Since otherwise also the water is more efficiently utilized the overall net water consumption is around 10-15% of that required in normal manual cleaning process.
 4. In addition of coach maintenance activities one 5.0 Ton capacity Mechanized Laundry plant test runs of functional operational of the Mechanized Laundry completed successfully. Production will be started from 15/09/2022 by M/s Band Box Ltd.

5. Krishnapur Coaching Depot –

This depot is situated at extreme end Murshidabadh Dist. (W.B.). Only Kolkata Sealdah Lalgola bound Trains are attended this depot as terminal examination. Turn around maintenance of 03 Mail/Express & 04 Passenger trains is done here.

WAGON MAINTENANCE POINTS & EXTENT OF ACTIVITY

Chitpur Freight Depot –

This depot also caters Goods activity such as examination of C.C., Premium, End to End, Revalidation/Safe to run Examination and sick line repair.

Naihati Freight Depot –

This depot deals only with Freight Stock such as Intensive examination of C.C., Premium & End to End, sick line repair, examination & repair of BDR trains and ROH. Condemnation of C&W stock is done at RE Siding/Naihati.

One of the most important activities of goods stock as Routine Overhauling of BLC, BLL, BCN, BTPN & BFKHN wagon is done at Naihati C&W depot and for which a separate ROH shed equipped with EOT Crane, Wheel turning Lathe, CTRB Mounting & Dismounting facilities have been available in ROH Shed.

HBD has been installed to detect hot axle of all incoming freight stock.
'C' category repair of BOXN-MS & BOXN-SS has been undertaken for repair from 21/06/2022 by M/s N.F. Forging
RFTP of BLC/BCN & BOXN is going on.
BLC to BLCM is going on.

Ranaghat Freight Depot -

Mainly dealing with checking/examination, billing of damage & deficiency for Bangladesh bound trains via Gede-Darsona and Petrapole-Benapole International Border Including execution of customs clearance activities.

One "B" Class ART & ARMV is provided at RHA Depot which is under Carriage & Wagon Department. The ART functions over Naihati to Lalgola, Gede& Ranaghat Bangaon section. The ARTs is equipped with LUCAS Type Re-railing equipment and other accessories as recommended by High Power committee. 18 staffs are attached with ART.

Budge Budge and Majherhat Freight Depot -

Budge Budge depot mainly deals with End to End examination of newly built BOXN wagons.

Majerhat depot is under control of Budge Budge Depot, attended Close Circuit (CC) rake, Premium & End-to-End (ETE) rake examination & repair work of BLC, BLL & BFKHN rakes of CONCOR. Initially this depot operated in two shifts and at present working for 24 hrs i.e. three shifts to avoid detention of Rakes and Engine.