TYPES OF PASSENGER COACHES FOR DIFFERENT SERVICES

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Sr. Prof. Mech. Engineer
Organisation of Mechanical Department
RAILWAY BOARD

EXECUTIVE DIRECTORS

DIRECTORS/ JOINT DIRECTORS
COACH
Based on the basic structure Indian Railways has following types of coaches.

- IRS Coach
- ICF Coach
- BEML Coach
- LHB Coach
Basic Structure- Continued

- IRS COACHES
  - Steel Under Frame,
  - Wooden Body,
  - Laminated Springs in primary suspension and coil springs in secondary suspension,
  - Tyred Wheels

- ICF COACHES (Started from 1955)
  - Integral All Metal Design
    - Design from Schelieren, Switzerland (1954). Original Design
ICF COACH

- Integral design
- Anti telescopic
- All coil springs
- Air brakes/Vacuum brake
- Self aligning spherical Roller bearings
- Stainless steel body for anti corrosion
- Better riding comforts
ICF SHELL-END CONSTRUCTION
BEML COACH

- Just after independence, acute shortage of coaches
- Hindustan Aeronautics Ltd. (HAL) entered into a deal with M.A.N of Germany to produce all steel coaches
- Model 404 and 407 with centre lav, all third on IRS under frame
- First integral coach 41 series recognizable by small window on the toilet
- This business transferred to BEML in 1970
- Their floor level slightly higher than the ICF
- BEML coaches are mostly decommissioned.
LHB COACH
LHB /FIAT COACHES

Contract with M/s LHB in 1995 to supply

• 19 AC 2nd class chair car
• 2 AC Executive class chair car
• 3 Generator cum brake van

TOT available for

• AC first class sleeper
• AC second class sleeper
• AC pantry car

AC 3 tier developed by IR
LHB /FIAT COAHES FEATURES

- Shell manufactured by LHB and bogie by FIAT based on EUROFIMA concept
- Speed potential 160 kmph can be raised to 200 kmph
- AAR ‘H’ type tight lock coupler
- Window with double glazing with inert gas in between
- Noise and heat insulation
- Two microprocessor roof mounted air conditioned unit
LHB /FIAT COAHES FEATURES

• Axle mounted EP type disc brake with wheel slide protection

• Interlocking type of joint between vertical and longitudinal stiffener

• Use of stainless steel to minimise corrosion

• Modular design interior

• Hygienic toilets with controlled discharge

• Spherical roller bearings
BOGIE GENERAL ARRANGEMENT
## Comparison of LHB and ICF Coaches

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Item</th>
<th>LHB</th>
<th>ICF</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Length of body (m)</td>
<td>23.54</td>
<td>21.337</td>
</tr>
<tr>
<td>2</td>
<td>Width (m)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>External</td>
<td>3.24</td>
<td>3.24</td>
</tr>
<tr>
<td></td>
<td>Internal</td>
<td>3.07</td>
<td>3.03</td>
</tr>
<tr>
<td>3</td>
<td>Weight of coach (t)</td>
<td>40.2</td>
<td>47</td>
</tr>
<tr>
<td>4</td>
<td>Bogie wheel base (m)</td>
<td>2.56</td>
<td>2.896</td>
</tr>
<tr>
<td>5</td>
<td>Maintenance periodicity (in million km)</td>
<td>1</td>
<td>0.3-0.4</td>
</tr>
<tr>
<td>6</td>
<td>Riding index</td>
<td>2.75</td>
<td>3.5</td>
</tr>
</tbody>
</table>
CLASSIFICATION OF COACHES

- Main Line Coaches
- Suburban Passenger Coaches
- Other Coaching Vehicles

- POPULATION ON INDIAN RAILWAYS

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>DMU/DHMU</td>
<td>578</td>
</tr>
<tr>
<td>EMU</td>
<td>5316</td>
</tr>
<tr>
<td>Coaches</td>
<td>38,196 (seating capacity 2.75 million)</td>
</tr>
<tr>
<td>Other Coaching</td>
<td>5990</td>
</tr>
</tbody>
</table>
Main Line Coaches

Requirements

• Journey is longer therefore better ride index 3.5
• More space per person
• Cushion seats or berths
• Toilet facilities
• Passenger Amenities
• Doors
• Vestibules
Types of Main Line Coaches - Based on Passenger Services

Non AC Services
- General Class
- Three Tier Sleeper
- Chair Car
- First Class

AC Services
- AC Three Tier
- AC Two Tier
- AC Chair Car
- AC Executive Class
- AC First Class
Three Tier Sleeper

• Most Common Coach

• Used for general public going for long journey particularly involving night travel

• Accommodation for 72 persons

• Each compartment 6 berth, middle seat foldable, no doors for compartments

• Across the aisle two shorter berth along the length of Coach

• Toilets at the ends

• Some coaches with ladies compartment (6 Berth) with door
• Earlier Version have 72 seats (3 and 2 across the aisle)

• Since 1995 sitting accommodations for 108 persons (Seating 3 and 3 across)

• Toilets at the ends

• Used for intercity traveling spanning 5-6 hours
First Class

- Used for longer journey by affluent class
- Accommodation for 26 persons
- Provided with door
- 5 compartment with 4 berth each
- 3 Coupe with 2 berth each
- Toilets at the end
- These are being phased out
AC Sleeper (3 Tier)

- Used for longer journey involving night
- It has 64 berths, LHB coach has 72 berths
- It has 3 oriental and one western style of toilets
- There are no doors
- 8 compartment (LHB-9) each with 6 berths.
- 2 shorter berths provided in front of each compartment along the length of the coach
AC Sleeper (2 Tier)

- Used for longer journey involving night by affluent class
- It has 46 berths, LHB coach has 54 berths
- It has 3 oriental and one western style of toilets
- There are no doors but curtains are provided
- 8 compartment (LHB-9), 7 are with 4 berths, One with 2 berths.
- 2 shorter berths provided in front of each compartment along the length of the coach
AC Chair Car

• 50 seating capacity

• Used for short journey like intercity travel etc.
AC First Class & Composite AC First Class

- Super Luxurious Class with only 18 berths
- Each compartment has door for privacy
- 3 Compartment each with 4 berths and 3 coupe with 2 berths each
- Combination of AC 1\textsuperscript{st} Class and AC 2-Tier Sleeper has 10 berths for AC 1\textsuperscript{st} and 20 berths for AC 2-Tier sleeper
Garib Rath

- Seating capacity 102 against usual 73
- Speed potential-130 KMPH
- AC with 3 doors aside
- Each passenger with snacks table, magazine bag and bottle stand
- Each row with window
- Cell Phone charger
- Four emergency windows
Composite Classes

• AC first class coaches with one section having sleeping accommodation and rest being a chair car- Coal field Express

• Composite first and second class coach with two compartment being 1\textsuperscript{st} class (6 berths) rest 59 are 2\textsuperscript{nd} class berths. Only handful of this type.

• Earlier odd mixed accommodation which was like a 2 Tier sleeper coach but provided sleeping accommodation only for some passengers in the upper berths (24) and lower berths are for sitting only (48)

• Double decker coaches on WR- Flying Rani, They have a single level at either end with the double deck portion forming mostly of the middle of the coach. Underframe has a well. Used mainly for intercity traffic but not very popular.
DOUBLE DECKER COACHES
Comparison of Capacity of LHB and ICF Coaches

<table>
<thead>
<tr>
<th>S.No.</th>
<th>Type</th>
<th>LHB</th>
<th>ICF</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AC-First Class</td>
<td>24</td>
<td>22</td>
</tr>
<tr>
<td>2.</td>
<td>AC-2 Tier</td>
<td>54</td>
<td>48</td>
</tr>
<tr>
<td>3.</td>
<td>AC-3 Tier</td>
<td>72</td>
<td>72</td>
</tr>
<tr>
<td>4.</td>
<td>Second Class 3-Tier</td>
<td>78</td>
<td>81</td>
</tr>
</tbody>
</table>
Suburban Passenger Traffic Coaches

Requirements

• Journey is short mainly intercity or city transportation
• Berth are not provided.
• No facilities for toilets.
• Less passenger amenities.
• Wider doors.
• Floor at the platform level.
• More space for standing.
• Suspension system to suit variation in load.
• Ride Index = 4.0 for EMU/DMU
• High Acceleration/deceleration
Suburban Passenger Traffic Coaches - Types

- Electric Multiple Unit (EMU).
- Main Line Electric Multiple Unit (MEMU)
- Diesel Multiple Unit
- Rail Bus
Electrical Multiple Unit

- Run in suburban section of Mumbai, Kolkatta, Chennai
- Fast acceleration and deceleration
- Basic unit is 3 coaches where one motor coach and 2 trailer coach
- Run in consist of three units
- First and Second Class accommodation is available
- Coach for ladies are also provided
## Electrical Multiple Unit-Continued

### Churchgate

<table>
<thead>
<tr>
<th>Type of Coach</th>
<th>C-Driving Trailing Coach</th>
<th>B-Motor Coach</th>
<th>A- 1\textsuperscript{st} and 2\textsuperscript{nd} class coach</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seating Capacity</td>
<td>86</td>
<td>86</td>
<td>112</td>
<td>284</td>
</tr>
<tr>
<td>Standing capacity in ease</td>
<td>90</td>
<td>86</td>
<td>116</td>
<td>292</td>
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<tr>
<td>Crush load</td>
<td>176</td>
<td>172</td>
<td>228</td>
<td>576</td>
</tr>
</tbody>
</table>

### Train loaders
- Normal load: 852 all seating
- Crush load: 852 seating + 876 standing
- Dense Crush Load: 852 seating + 1740 standing
Main Line Electrical Multiple Unit

- Run other than suburban area connecting two cities nearly covering about 150 to 200 kms.
- In general 8 coach trains run where 2 units are provided having one motor coach and three trailer coaches in each unit (1DMC+3TC).
- DMC- 64, TC -80
Diesel Multiple Unit

• Powered by diesel engine
• Transmission - hydraulic/electric
• One unit consist of
  - 1DPC + 3TC
• Train consist of 3 to 4 units
  - A new aerodynamically shaped DEMU brought into service
• DPC accommodate 56 passengers (37 ladies + 19 handicapped), TC accommodate 96 passengers and TC/vendor 97 (2nd class 85 and vendors 12).
Rail Bus

- Used where traffic is less
- Substitute to road bus
- Powered by diesel engine
- Seating capacity of about 60 passengers
- Driving cab on both the sides
Other Coaching Vehicles

- Accident Relief Medical Van
- Accident Relief Train
- Parcel Van
- Inspection Carriage
- Pantry Car
Accident Relief Medical Van

- Diesel Powered - sometimes actually converted EMU units with diesel units.
- Usually two such coaches coupled together, one supplying power and other converted to house an emergency medical treatment facility.
- Usually beds for 12 patients are also provided.

Accident Relief Tool Van

- Usually coupled in pairs, one as a hospital coach and other coach with rerailing and metal working equipments and tools.
- Coaches modified to keep equipments.
- Staff coaches are also added in formation.
SELF PROPELLED ACCIDENT RELIEF TRAIN
New Developments

ICF has come up with
• Special coaches for disabled
• Wider and longer side berths
• Improved exhaust arrangement in the toilets of air conditioned coaches.
• Emergency window
• A reclining mechanism in chair car
• Night light with berth number indication
• Improved reading lamps
• Wider window glasses etc.
# CODES FOR COACHING STOCK-GUIDLINES

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Sub-Code</th>
<th>Additional Description</th>
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<tbody>
<tr>
<td>L</td>
<td>LUGGAGE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>BREAKVAN</td>
<td>G</td>
<td>SELF GENERATING</td>
</tr>
<tr>
<td>P</td>
<td>POSTAL VAN</td>
<td>CD</td>
<td>DINNING CAR</td>
</tr>
<tr>
<td>Y</td>
<td>LADIES COMPT.</td>
<td>CW</td>
<td>2 TIER</td>
</tr>
<tr>
<td>W</td>
<td>VESTIBULED</td>
<td>CN</td>
<td>3 TIER</td>
</tr>
<tr>
<td>C</td>
<td>WITH COUPE</td>
<td>CG</td>
<td>3 TIER+SITTING</td>
</tr>
<tr>
<td>AC</td>
<td>A C COACH</td>
<td>CF</td>
<td>2TIER+SITTING</td>
</tr>
<tr>
<td>F</td>
<td>FIRST CLASS</td>
<td>CZ</td>
<td>CHAIR CAR</td>
</tr>
<tr>
<td>S</td>
<td>SECOND CLASS</td>
<td>CT</td>
<td>TOURIST CAR</td>
</tr>
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</table>
### EXAMPLES

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>CTS</td>
<td>TOURIST CAR FOR SECOND CLASS</td>
</tr>
<tr>
<td>ART</td>
<td>Accident and Tool Van</td>
</tr>
<tr>
<td>FSCN</td>
<td>First Class+3 Tier Sleeper</td>
</tr>
<tr>
<td>GS</td>
<td>Second Class-Self Generating</td>
</tr>
<tr>
<td>LR</td>
<td>Luggage+BRAKE VAN</td>
</tr>
<tr>
<td>SLR</td>
<td>Second Class+Luggage+BRAKE VAN</td>
</tr>
<tr>
<td>WGACCN</td>
<td>Vestbule+Self GENER.+A C+3 Tier</td>
</tr>
<tr>
<td>WGACCW</td>
<td>Vestbule+Self GENER.+A C+2 Tier</td>
</tr>
<tr>
<td>WGFACCW</td>
<td>Vestbule+S-G.+A C+First Cum 2 Tier</td>
</tr>
<tr>
<td>WGFAC</td>
<td>Vestbule+Self GENER.+A C+First</td>
</tr>
<tr>
<td>WACCWEN</td>
<td>Vestbule+End GENER.+A C+2 Tier</td>
</tr>
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</table>
Glimpses of Railways Other Countries
## Comparison of Traffic

<table>
<thead>
<tr>
<th>Country</th>
<th>Traffic in millions</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Passenger journeys</td>
<td>Passenger Km</td>
<td>Freight tonnes</td>
<td>Freight tonnes km</td>
</tr>
<tr>
<td>India (2007-08)</td>
<td>6688</td>
<td>768755</td>
<td>795.0</td>
<td>515670</td>
</tr>
<tr>
<td>Sri Lanka (2003)</td>
<td>113</td>
<td>2349</td>
<td>1.6</td>
<td>-</td>
</tr>
<tr>
<td>Thailand (2006)</td>
<td>48.9</td>
<td>8824</td>
<td>12.5</td>
<td>3508</td>
</tr>
<tr>
<td>Vietnam (2006)</td>
<td>12.7</td>
<td>4557</td>
<td>8.6</td>
<td>2927</td>
</tr>
</tbody>
</table>
SRI LANKA
Summary of Track and Stations

- Present operation track length = 1261 km
- Double track length = 137 km
- Track gauge = 1676mm (5’-6”)
- Maximum Total length of track = 1449 km
- Axle load = 16.5 T
- Maximum permissible speed = 80kmph
- No. of main stations = 172
- No of sub stations = 161
# Present Fleet of Coaching Stock

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Code</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Air Condition Coaches</td>
<td>AFC</td>
<td>12</td>
</tr>
<tr>
<td>2</td>
<td>Reserved Saloon</td>
<td>RS</td>
<td>10</td>
</tr>
<tr>
<td>3</td>
<td>Restaurant Car</td>
<td>RC</td>
<td>22</td>
</tr>
<tr>
<td>4</td>
<td>Berth (First class)</td>
<td>NF</td>
<td>15</td>
</tr>
<tr>
<td>5</td>
<td>Berth (Second class)</td>
<td>NS</td>
<td>12</td>
</tr>
<tr>
<td>6</td>
<td>Second class</td>
<td>SC</td>
<td>150</td>
</tr>
<tr>
<td>7</td>
<td>Third class</td>
<td>TC</td>
<td>373</td>
</tr>
<tr>
<td>8</td>
<td>Second &amp; Third composite</td>
<td>ST</td>
<td>02</td>
</tr>
<tr>
<td>9</td>
<td>Brake second</td>
<td>CV</td>
<td>16</td>
</tr>
<tr>
<td>10</td>
<td>Brake third</td>
<td>TV</td>
<td>251</td>
</tr>
<tr>
<td>11</td>
<td>Third class buffet</td>
<td>TCBU</td>
<td>20</td>
</tr>
<tr>
<td>12</td>
<td>Observation saloon</td>
<td>OFV</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Description</td>
<td>Code</td>
<td>Quantity</td>
</tr>
<tr>
<td>---</td>
<td>----------------------------------------------</td>
<td>------</td>
<td>----------</td>
</tr>
<tr>
<td>13.</td>
<td>Suburban trailing coach</td>
<td>SBC</td>
<td>156</td>
</tr>
<tr>
<td>14.</td>
<td>Suburban driving coach</td>
<td>SBD</td>
<td>60</td>
</tr>
<tr>
<td>15.</td>
<td>Second class sleeprette</td>
<td>SCS</td>
<td>17</td>
</tr>
<tr>
<td>16.</td>
<td>Air Conditioned reserved saloon</td>
<td>ARS</td>
<td>01</td>
</tr>
<tr>
<td>17.</td>
<td>Generator van</td>
<td>GV</td>
<td>02</td>
</tr>
<tr>
<td>18.</td>
<td>Parcel brake van</td>
<td>PBV</td>
<td>31</td>
</tr>
<tr>
<td>19.</td>
<td>Post office van</td>
<td>POV</td>
<td>12</td>
</tr>
<tr>
<td>Type of coaches</td>
<td>Imported from</td>
<td>Year</td>
<td>Present Nos.</td>
</tr>
<tr>
<td>----------------</td>
<td>---------------</td>
<td>----------</td>
<td>--------------</td>
</tr>
<tr>
<td>I</td>
<td>China</td>
<td>1960</td>
<td>44</td>
</tr>
<tr>
<td>II</td>
<td>Romania</td>
<td>1976</td>
<td>13</td>
</tr>
<tr>
<td>III</td>
<td>Romania</td>
<td>79-80</td>
<td>188</td>
</tr>
<tr>
<td>IV</td>
<td>India</td>
<td>1980</td>
<td>34</td>
</tr>
<tr>
<td>V</td>
<td>Romania</td>
<td>1981</td>
<td>90</td>
</tr>
<tr>
<td>VI</td>
<td>Romania</td>
<td>1989</td>
<td>130</td>
</tr>
<tr>
<td>VII</td>
<td>Romania</td>
<td>1990s</td>
<td>312</td>
</tr>
<tr>
<td>VIII</td>
<td>China</td>
<td>2007-08</td>
<td>100</td>
</tr>
<tr>
<td>IX</td>
<td>Locally built</td>
<td>Before 55 years</td>
<td>1989</td>
</tr>
</tbody>
</table>
Type 8
Malaysia
- Route length: 1,658 km
- **Meter Gauge**: 1,000 mm
- Electrified Double Track (175 km)
  - Rawang – Seremban: 105 km
  - Sentul – P. Klang: 45 km
  - Rasa – Rawang: 25 km
    *(newly opened on 21 May 2007)*
- Electrified Double Tracking Project
  Rawang – Ipoh 180 km
- Staff Strength: 5,057
Rolling Stock:

- Electric Multiple Units 58
- Locomotive 109
- Coaches 256
- Wagons 3,862
- Power Generating Cars 24
PASSENGER COACHES

AFC - Aircond First Class
ASC - Aircond Second Class
AEC(S) - Aircond Economy Class/ with Surau / Ekonomi Plus
ABC - Aircond Buffet Coach
ADNF - Aircond Day Night First (B&D)
ADNS - Aircond Day Night Second
SK - Selun Khas (Reserved Saloon)
TC - Third Class
BC - Buffet Coach
SK - Selun Khas (Reserve Saloon)
PV - Parcel Van
PGC - Power Generation Car
ROLLINGSTOCKS

COACHES

(Continued)

AEC - Aircond Economy Class (E-Plus)

ASC - Aircond Second

ADNFD - Aircond Day Night First Deluxe

AFC - Aircond First Class

AFC - Aircond First Class
State Railway of Thailand
## Important features

**Gauge**
- 1000 mm, 1435 mm

**Route length**
- 4042 km; 28.8 km (under construction)

**Electrification**
- 28.8 kms of 1435 mm at 25 kv. (under construction)

### Traffic (2006 - in million)

<table>
<thead>
<tr>
<th>Traffic</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger journeys</td>
<td>48.9</td>
</tr>
<tr>
<td>Passenger kms</td>
<td>8824</td>
</tr>
<tr>
<td>Freight Tonnes</td>
<td>12.5</td>
</tr>
<tr>
<td>Freight tonne km</td>
<td>3508</td>
</tr>
</tbody>
</table>
Rolling Stock

In May 2007 SRT was operating

Steam locomotive 5
Diesel Electric locomotive 232
Diesel Hydraulic 34
Diesel rail car 230
Passenger car 1256 (including 275 sleeping, 69 restaurants and 84 baggage cars)
Freight wagons 5843
## Diesel Railcars or Multiple-Units

BPD: Bogie power car for diesel railcar with driving cab  
BTD: Bogie trailer for diesel railcar with driving cab  
ASR: Air conditioned Sprinter Railcar  
APD: Air conditioned power diesel railcar with driving cab  
APN: Air conditioned power diesel railcar non driving cab  
As at June 2007

<table>
<thead>
<tr>
<th>Class</th>
<th>Cars per unit</th>
<th>Motor cars per unit</th>
<th>Motores axles/car</th>
<th>Power/motor kW</th>
<th>Speed km/h</th>
<th>No in service (cars)</th>
<th>First built</th>
</tr>
</thead>
<tbody>
<tr>
<td>BPD/ BTD</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>175x2</td>
<td>85</td>
<td>7+7</td>
<td>1967</td>
</tr>
<tr>
<td>BPD/ BTD</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>175x2</td>
<td>90</td>
<td>23+26</td>
<td>1971</td>
</tr>
<tr>
<td>BPD/ BTD</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>164</td>
<td>70</td>
<td>8 +4</td>
<td>1971</td>
</tr>
</tbody>
</table>
## Diesel railcars or multiple-units--contd

<table>
<thead>
<tr>
<th>Class</th>
<th>Cars per unit</th>
<th>Motor cars per unit</th>
<th>Motores axles/car</th>
<th>Power/motor kW</th>
<th>Speed km/h</th>
<th>No in service (cars)²</th>
<th>First built</th>
</tr>
</thead>
<tbody>
<tr>
<td>BPD</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>175</td>
<td>100</td>
<td>40</td>
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<td>1991</td>
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<tr>
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## Electric Multiple Units

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<th>Class</th>
<th>Cars per unit</th>
<th>Motor cars per unit</th>
<th>Motor ed axles/car</th>
<th>Output/motor kW</th>
<th>Speed km/h</th>
<th>Units in service</th>
<th>First built</th>
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<td>4</td>
<td>2</td>
<td>2</td>
<td>250</td>
<td>160</td>
<td>4</td>
<td>2007</td>
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<tr>
<td>City Line</td>
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<td>2</td>
<td>2</td>
<td>250</td>
<td>160</td>
<td>5</td>
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Vietnam
VIETNAM RAILWAY MAP

Constructed in 1881

Track Gauge  1000mm and 1435 mm

- 2770 Kms of 1000 mm-gauge
- 150 Kms of 1435 mm- gauge
- 223 Kms of mixed gauge

Rolling Stock

Locomotive    336  (20#1435mm & 316 #1000mm )
Passenger coaches    1098
(1090 #  1000 mm and 8 #  1435mm)
Freight coaches    5123
(4769 # 1000 mm and 354#  1435 mm)
Double desk car
Chair coach
Myanmar
Myanmar

Track Gauge  1000mm

Route length  3955
## Passenger Coaches

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</tr>
<tr>
<td>2</td>
<td>Ordinary class</td>
<td>697</td>
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<td>3</td>
<td>Mail Vans</td>
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<tr>
<td>4</td>
<td>Restaurant</td>
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<tr>
<td>5</td>
<td>Brake vans</td>
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<tr>
<td>6</td>
<td>Departmental</td>
<td>67</td>
</tr>
<tr>
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</tr>
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<td>Others</td>
<td>4 wheelers</td>
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<td>1246</td>
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<tr>
<td></td>
<td>Total</td>
<td>4 wheelers</td>
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<tr>
<td></td>
<td>Grand Total</td>
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<td>Total Nos of Unit</td>
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Interior of New Constructed Upper Class Coach
Newly Constructed Rail Bus Rake
THANKS