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भारतसरकार GOVERNMENT OF INDIA
रेलमंत्रालय MINISTRY OF RAILWAYS
(रेलवे बोर्ड RAILWAY BOARD)

No.95/M(C)/141/1

New Delhi, dated: 10.02.2017

**The Chief Mechanical Engineers
All Indian Railways**

**Sub: Maintenance of trains that touch the Primary Station more than
once within the limit of 3500 Kms / 96 Hrs.**

Ref. : Board's Letter No.95/M(C)/141/1 dated 16.01.2017

In reference to letter referred above, it is clarified that the instructions contained in the letter will not apply to premium trains like Rajdhani, Shatabdi, Duranto Express and AC Express. These trains will continue to be maintained as per the earlier instructions.


(Shailendra Singh)
Ex. Dir. Mech. Engg. (Chg.)
Railway Board

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**Sub: Maintenance of trains that touch the Primary Station more than once
within the limit of 3500 Kms / 96 Hrs.**

Refr. : Board's Letter No.95/M(C)/141/1 dated 31.012007

The matter regarding the maintenance of coaching trains falling under category 3(a) of Board's Letter No.95/M(C)/141/1 dated 31.012007 has been examined by Board.

With regard to trains that touch the Primary Station more than once within the limit of 3500 Kms / 96 Hrs., the Railways are hereby authorized to carry out the Primary Maintenance on the pit lines only once within this limit of 3500 Kms / 96 Hrs. These trains can be given Other end maintenance during the intermediate visits to the Primary Station. This shall be subject to the CME and COM of the Primary Railway jointly certifying that:

1. The conditions / infrastructure for maintenance and security stipulated for Other end maintenance vide Board's letter dated 31.01.2007 are fulfilled in letter and spirit at the location where the rake will be given maintenance at the Primary Station.
2. All necessary steps have been taken for ensuring the positive safety and security of the rake, and in case the security is considered inadequate, the rake should be taken to pit line for necessary attention.
3. A minimum time of 3 Hrs. is given for carrying out the cleaning, watering, etc. during the intermediate visits of the rake to the Primary Station.
4. The decision to provide OBHS in such trains may be taken by CME on a case to case basis, even if these trains do not fall within the extant policy guidelines for OBHS.

No proposal for the condonation of time / Kms limit for such trains shall be entertained by Railway Board.

This letter is issued with the approval of Board (MRS and MT).


(Brijesh Dixit)
Director Mech. Engineer (Chg.)
Railway Board