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GOVERNMENT OF INDIA (भारत सरकार)
MINISTRY OF RAILWAYS (रेल मंत्रालय)
(RAILWAY BOARD) (रेलवे बोर्ड)

No. 96/M(C)/140/3

New Delhi, dt. 27.01.2011

**The Chief Mechanical Engineers,
All Indian Railways.**


Sub: Pre-mature condemnation of coaching stock.

Ref: This office letter of even number dated 02.03.2001.

The guidelines on the subject matter issued vide Board's letter under reference have been reviewed and it has been decided to extend these upto 31.07.2011.

This issues with the concurrence of the Finance Directorate and approval of Board (MM & FC).

This also disposes of WCR's letter NO. WCR/M/C/02/705 dt. 16.12.2010


(A.K. Nautiyal)
Director Mech. Engg. (Chg.),
Railway Board.

Copy to: FA & CAO/ All Zonal Railways.


For Financial Commissioner/Railway Board.

S.No. 47

Government of India
Ministry of Railways
(Railway Board)

February 28, 2001

MARCH 2, 2001

No.96/M(C)/140/3

The General Managers
(All Indian Railways)

Sub.: Premature condemnation of rolling stock.
Ref.: Board's letter of even number dt.14.8.2000.

Analysis of the details of premature condemnation of the rolling stock (coaches and wagons) furnished by the zonal railways reveals that underage condemnation of coaches and wagons (other than accident involved) is becoming an area of concern. In fact, even those coaches and wagons, which are having a residual life of more than 2 years and 4 years respectively are being condemned in a large number. During the last three years 216 out of 497 coaches condemned prematurely were having a residual life of more than 2 years and 11252 FWUs out of 19379 FWUs of wagons condemned prematurely were having a residual life of more than 4 years.

To institute effective control mechanism over premature condemnation of rolling stock, Board (MM & FC) have decided to issue the following instructions:

- a) No rolling stock (coaches & wagons) should normally be condemned before the end of its codal life.
- b) In case of stock involved in accident and those which come for POH with residual life less than one POH cycle and if found beyond economic repairs, the zonal railways may approve underage condemnation with the concurrence of associate finance and sanction of CME.
- c) All other cases of underage condemnation should be referred to the Board.
- d) The procedure in vogue over ER for processing all cases of premature condemnation should be adopted by all the zonal railways. The joint circular issued by CME/ER & FA&CAO/ER in this context is enclosed herewith.

The competent authority in the Board for approving all underage condemnation of coaches/wagons except those referred to in para (b) will be EDME(Fr.) for wagons and EDME(Chg.) for coaches. Zonal railways will recommend all such cases duly concurred by associate finance and approved by CME to the Board.

The above instructions will be reviewed after 2 years.

Please acknowledge and confirm compliance.

(ARUN ARORA)
Director, Mech. Engg. (Freight)

WIRELESS/TELEMAX

3)

Pl. issue
form

(9)
JOINT PROCEDURE ORDER FOR CONDEMNATION OF
UNDER AGE COACHES AND WAGONS (NON ACCIDENT-DAMAGED)
ON EASTERN RAILWAY

supersession of all previous JPOs on the subject, the procedure as laid down below, will be followed for condemnation of underage wagoes/coaches.

Underage coaches and wagons which are in dilapidated condition shall be intercepted by divisions and earmarked for condemnation at certain specific locations to be decided with the approval of CRSE(Chg.) for coaches and CME (O&F) for Freight Stocks.

The detailed condition report for each of these underage wagons / coaches shall be prepared by Sr.DME of the divisions intercepting them.

4. On the basis of the condition report so prepared the divisions shall undertake estimation of the cost of Reconditioning / Rehabilitation of such wagons / coaches. Thereafter financial justification on DCF method will be made by comparing two alternatives :

- (i) Induction of new wagon/coach after condemnation of the old stock.
- (ii) Reconditioning of old stock in such a way that its codal life is restored.

5. For wagons/coaches lying inside workshop the same procedure as given in Para 3 & 4 will be followed except that action will be taken by concerned Dy. CME of the workshop instead of Sr. DME.

6. The financial justification on DCF technique/method vetted by the local accounts along with the condition report shall be dealt with as indicated below :

- (i) For coaches & wagons lying within the jurisdiction of Divns., the condemnation will be recommended by CRSE and CME (O&F) respectively.
- (ii) For coaches/wagons lying within the jurisdiction of workshops, the condemnation will be recommended by CWM.

7. After receipt of the recommendations the condemnation papers will be processed for obtaining CME's sanction. The sanction memorandum for all condemned coaches and wagons shall also be issued by CME.

[Signature]
F.A. & C.A.O.

[Signature]
C. M. E.