

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)**

No. 2016/M(L)466/19/1 Policy

New Delhi, dt. 17.03.2017

**General Managers,
All Zonal Railways.**

Sub: Condemnation of locomotives and DEMUs.

- Ref:** (i). Board's letter No. 71/Elct/440/21 dt. 27.10.1971.
(ii). Board's letter No.84/M(L)/466/19 dt.05.09.1985.
(iii). Board's letter No.87/M(L)/466/1901 dt.24.10.1990.
(iv). Board's letter No.93/M(L)/466/19 dt.03.09.1993.
(v). Board's letter No.97/M(L)/466/1901 dt.08.07.1999.
(vi). Board's letter No.99/M(L)/466/801(NR) dt.14.12.1999.
(vii). Board's letter No.2000/M(L)/466/19 dt.27.10.2000.
(viii). Board's letter No.2002/M(L)/466/1901 dt.25/26.11.2002.
(ix). Board's letter No.2009/M(L)/466/2(19) policy dt.23.12.2009.

To streamline the procedures, all instructions issued from Board for condemnation of locomotives and DEMUs has been consolidated and procedure for condemnation of surplus locomotives is also included. In supersession of all the above mentioned letters issued on the subject, the following guidelines may be followed for overaged and premature condemnation of locomotives and DEMUs:

S.N.	Category of locos	Condition for Condemnation	Competent Authority for approval
1	Overaged locos	Overaged locomotives shall be condemned on age cum-condition basis after personally inspected by the Sr.DME/ CWM of the Diesel shed/Workshop.	Competent Authority – CEEs/ CMEs of Zonal Railways. Approval of CEEs/ CMEs of owning Railway, after he/she is satisfied that the locomotive is uneconomical to be retained in service on age-cum condition basis and the proposal has been vetted/ concurred by FA&CAOs. In this connection, details should be intimated to Railway Board.
2	Underaged / premature condemnation		
	a. Accidental locos.	Locomotive damaged in accidents and which are beyond economical repairs. Condemnation proposal should be sent to Railway Board accompanied with the following documents: i. Joint inspection report of 3 HODs (i.e. from Mechanical, Electrical & Finance Dept.) ii. Action taken against delinquent staff, including punishment imposed, if any. iii. Copy of the police report wherever required. Note: In cases of locos/ DEMUs involved in accidents over another Railway's territories, the joint inspection report of 3 HODs should be made by the Railway in which the accident had taken place and submit inspection report to owning Railway. However, the proposal has to be processed by the owning Railway who should send the same to Railway Board after vetting / concurrence by associate Finance. The credit of released materials would accrue to the owning Railway.	Competent Authority- Board (MTR/MRS) after obtaining Finance concurrence of Board's office. Proposal should be sent to Railway Board accompanied by CEEs/ CMEs approval and with the concurrence of FA&CAOs.

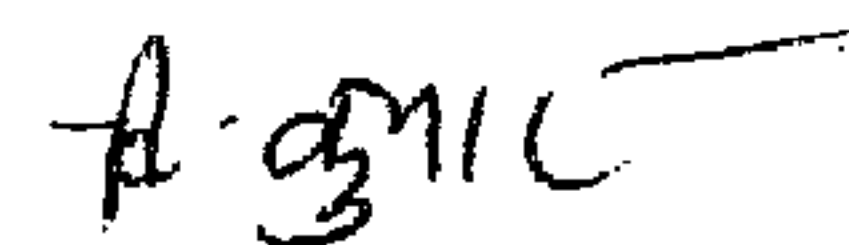
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S.N.	Category of locos	Condition for Condemnation	Competent Authority for approval
	b. Non accidental locos	Loco not involved in accident, but some defects are observed during schedule inspection/ POH schedule which is beyond economical repair, 3 HODs committee should be constituted by the Railway where the loco is physically present and further the procedure mentioned against 2(a) above may be followed.	Competent Authority-Board (MTR/MRS) after obtaining Finance concurrence of Board's office. Proposal should be sent to Railway Board accompanied by CEEs/ CMEs approval and with the concurrence of FA&CAOs.
	c. Surplus locos	Locos which are not required and declared surplus (due to Gauge conversion, closure of lines etc.) by Traffic Department, disposal of such locos shall be done as per following: (i) In case of surplus locos on a particular Zonal Railways before processing disposal of locos, it should be ascertained from the other Zonal Railways whether they require such locos. (ii) Requirement of such loco/ DEMU for non traffic services like DMT and other departmental works should also be considered. (iii) Surplus locos shall be offered to RITES and other organizations for sale/ export/ Exhibits to non Railway customers. (iv) Surplus locos shall be offered for sale to Port trust & siding owners. (v) In case no demand is received from RITES and other organizations, such cases may be sent to Railway Board with non-requirement certificate by owning Railway's Traffic Department. The proposal of condemnation should be processed with the concurrence of associate Finance and personal approval of General Manager.	Competent Authority-Board (MTR/MRS) after obtaining Finance concurrence of Board's office.

Further it must be ensured that:

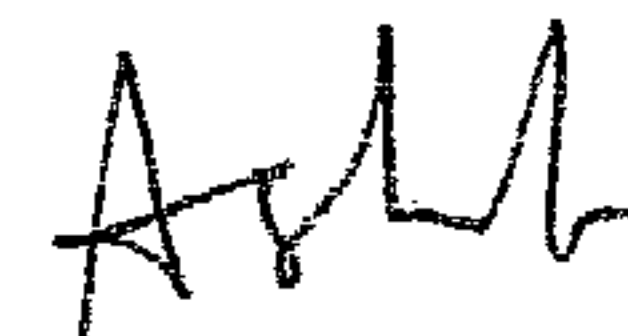
1. All useful and serviceable material is removed from the loco and used as spares for other similar locos.
2. Proper accountal of serviceable items and necessary write back adjustments is made.
3. Parts/ Material condemned should be disposed off as per established procedure.
4. Replacement of the loco should not be proposed under subsequent RSP or revenue.

This issues with the approval of Board (MTR, MRS and FC).



(Vivek Kumar)
Exe. Dir. Mech. Engg.(Tr.)
(Railway Board)

New Delhi, dt. |7.03.2017



For Financial Commissioner, Railways

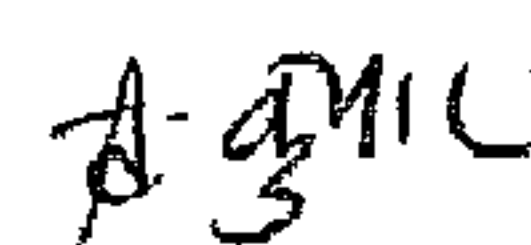
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Copy to: FA & CAOs, All Indian Railways.

No. 2016/M(L)466/19/1 Policy

Copy to: CEEs and CMEs, All Zonal Railways, Advisor L (RS) and EDFs/ Railway Board.

New Delhi, dt. |7.03.2017



(Vivek Kumar)
Exe. Dir. Mech. Engg. (Tr.)
Railway Board