Government of India
Ministry of Railways
(Railway Board)

No.2000/M(L)/466/803/Pt. Vol. **New Delhi dated 13.07.2011**

Chief Operations Manager,
All Indian Railways.

Chief Mechanical Engineers,
All Indian Railways.

Sub:- Running of dead diesel locomotives.
Ref.:- (i) Railway Board's letter No.2003/M(L)/466/20 dated 4.1.2008.
(ii) NR's letter no.43-RS/14/pt.vi dated3/6/11 and NWR's letter no M138/Dead Loco

NR and NWR vide their letters under reference (ii) have suggested certain modifications in the JPO issued by Board vide reference (i) regarding movement of dead locos. The matter has been discussed with TT Dte. (Adv.TTM).

Board's Instructions vide para 2(i) of the above JPO are clear regarding attending of dead locos which are not monthly overdue in the ***nearest shed irrespective of the Zonal railway boundary***. The disposal of overdue monthly locos and locos of passenger trains either becoming dead or missing links has to be done as per para 2(ii) and 2(iii) of the JPO.

Railways are once again advised to follow the JPO in the right spirit and ensure speedy movement of the dead locos so that they are made fit and available for traffic use at the earliest.

13/7/11
(S.M. Sharma)
Dir. ME (Traction)
Railway Board

SNo 2

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2003/M(L)/466/20

New Delhi, dated 4.1.2008

Chief Operations Managers
All Indian Railways.

Chief Mechanical Engineers,
All Indian Railways.

Sub: Movement of overdue and dead diesel locomotives.

As has already been directed by the Board, dead locomotives should be attended in the nearest shed, where facilities are available. Over the past one month, very encouraging progress has been made and cross country movement of dead locomotives has been minimized.

2. However, it has been observed that in some cases, the user railway is not drawing a line between a dead locomotive and an overdue locomotive. Due to this, a number of references are being made to either the Traffic Directorate or to the Mechanical Directorate. In order to avoid the need for such references and to have clarity on the Board's thinking of this matter, the following guidelines are issued:

i) All dead locomotives which are not overdue monthly (M-2) or higher schedules, should be attended in the nearest shed where facilities for maintenance of that type of locomotive are available.

ii) All officers concerned with train operations should see that locos are not run overdue on their system. If a locomotive overdue M-2 or higher schedule is made dead, then it should be worked dead directly to its home shed for scheduled attention. This will not require Board's permission. Kharagpur based locomotives should be attended by ECR, ER and NFR as per extant Board's policy.

iii) Locomotives nominated for passenger services on becoming dead or missing link should be worked directly back to the home shed by the fastest available means working or otherwise, preferably attached to a M/E train so that the home shed does not face a shortage of passenger fit locomotives.

iv) Once a locomotive is permitted to move dead to its home shed, either by Board or by the Zonal Railway, it should not be detached enroute on any the Zonal Railways.

Message for permitting dead movement will be issued by CPCR of railway Board after getting necessary consent.

(D.P.Pandey)
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Railway Board

(K.K.Atal)
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Railway Board