

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

No-2018/Chg/11/7

New Delhi, Dated 24.06.2020

The Principal Chief Operations Managers

All Indian Railways

COM/KRCL/New Mumbai

Sub.:-Standardization of rakes of trains running with LHB stock.

With proliferation of LHB stock and to improve operations, it is desired that standardization of rakes be adopted immediately. Accordingly, for optimal utilization of rakes, to improve the punctuality of trains and for enabling inter-operability, standard compositions for different type of trains (running with LHB rakes) are proposed. Train-type-wise details of the proposed Standard compositions are as under:-

Type of Trains	Standard Composition	Remarks
Day Service (Premium Type)	Chair Car-14, Executive Chair Car-2, Power Car-2 (Total 18 coaches)	Fully Air Conditioned day services like Shatabadi, Tejas except Double Decker
Day Service (Non-Premium Type)	AC Chair Car-2, Second Sitting-12, Un-reserved-4, Power Car-1, Guard/Luggage (LSLRD type)-1 (Total-20)	Day type Intercity type services (except Jansatabdi Express)
Long Distance (Premium Type)	3AC-12, 2A-5, 1A-2, Pantry-1, Power Car/LWLRMD)-2, (Total-22)	Fully Air Conditioned Services link Rajdhani, AC Duronto, AC Express (except Humsafar & Garib Rath)
Long Distance (Non-Premium Type)	Sleeper-7, 3A-6, 2A-2, Unreserved-4, Pantry-1, Power Car-1, Guard/ luggage(LSLRD type)-1(Total-22)	Mail Express / Super Fast AC/non-AC mix services (except mix Duronto and Jansadharan /antyodaya type fully un-reserved trains)

All Zonal Railways are advised to adopt the above standardization for trains operated with LHB rakes with effect from the No Booking Date. In case where operation of 22 coach LHB rakes is not feasible due to infrastructural constraints (such as, short length Pit lines/Platform lines), Zonal Railways are advised to undertake a depot-wise standardization exercise taking into consideration platform and pit line capacity constraints. For this purpose, where required the services of CRIS may be taken to rationalize the depot-wise compositions. Further, in view of commercial demand and feasibility to form links of trains with more than the coaches advised above, Zonal Railway may plan the links of trains with more coaches as feasible, under information to this office. An urgent report on the above exercise should be advised to this office immediately indicating the date from which the standardization of rakes will be adopted. Please ensure compliance.

(Vivek Kumar Sinha)
Dy. Director (Coaching)
Railway Board

Copy to: - (i) CPTMs/All Indian Railways for necessary action.
(ii) EDPM/Railway Board-for information.
(iii) EDME/Coaching/Railway Board- for information.