

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

CC-47B/2020

No.2018/Chg/11/7

New Delhi, Dated 19.10.2020

**The General Manager (Optg.)**  
All Indian Railways  
COM/KRCL/New Mumbai

**Subject :** Standardization of rakes of trains running with LHB stock.  
**Reference:** Board's letter of even no. dated 24.06.2020 & 17.07.2020

Vide letters under reference above, Board has approved 5 types of standard compositions which are for train load of 18, 20 & 22 coaches. In addition to these, two more types of standard compositions for train load of 16 coaches for Day Time Premium and Non Premium trains have also been approved by Board (O & BD). With this in all 7 types of Standard Compositions have as far been approved by Board as indicated below:-

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
	Chair Car-12, Executive Chair Car-2, Power Car-2 (Total 16 coaches)	
Day Service (Non-Premium Type)	AC Chair Car-2, Second Sitting-12, Unreserved-4, Power Car-1, Guard/Luggage (LSLRD type)-1 (Total-20 coaches)	Day type Intercity type services (except Jansatabdi Express)
	AC Chair Car-2, Second Sitting-8, Unreserved-4, Power Car-1, Guard/Luggage (LSLRD type)-1 (Total-16 coaches)	
Long Distance (Premium Type)	3AC-12, 2A-5, 1A-2, Pantry-1, Power Car/LWLRMD)-2 (Total-22 coaches)	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 coaches)	Mail Express / Super Fast AC/non-AC mix services (except mix Duronto and Jansadharan /antyodaya type fully unreserved trains).
	Sleeper-6, 3A-6, 2A-2, 1A/1 <sup>st</sup> cum 2 <sup>nd</sup> A, Unreserved-4, Pantry-1, Power Car-1, Guard/ luggage(LSLRD type)-1(Total-22 coaches)	

2.0 Further, instructions issued earlier vide letters under reference above, are being reiterated for the sake of convenience:-

- (i) 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 ever 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.
- (ii) In case of trains having over night journey, requiring no pantry cars, any passenger carrying coach may be attached, as per requirement.
- (iii) In case, Zonal Railways, to garner higher revenue, feels the need to run train in deviation to the standard composition indicated above, prior sanction of Railway Board should be obtained.

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

**Copy to:** - (i) CPTMs/All Indian Railways for necessary action.  
(ii) EDPM/Chg, EDME/Chg, ED/C&IS in Board's office.

*all*

*20/10/20*