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

रेल भवन, नई दिल्ली- 110001, तिथि
No.2014/M(N)/204/2 Rail Bhawan, New Delhi, **Dated: 10.08.2018**

The General Managers
All Indian Railways
(except S.E. Railway)

Sub: CRS sanction for operation of BFNS 22.9 and BFNSM wagons.
Ref: Board's letter of even number dated 15.05.2017

. . .

BFNS 22.9 and BFNSM wagons are being introduced under SFTO policy by various operators. Copy of the Railway Board sanction for operation of these wagons on SER is enclosed herewith.

It is requested that CRS sanction as per RDSO maximum permissible speed certificate and Board's sanction may kindly be obtained on your railway at the earliest.

D/A: as above

(AJAY NANDAN)
Exec. Director Mech. Engg. (Fr)
Railway Board

भारत सरकार Government Of India
रेल मंत्रालय Ministry Of Railways
(रेलवे बोर्ड) (Railway Board)

सं. 2017/CEDO/SR/06 **New Delhi, Dated 18.04.2017**

The General Manager,
South Eastern Railway,
Garden Reach, Kolkata.

विषय : Sanction for provisional operation of BG Bogie Flat Steel Wagon [Unique Transportation Code – '**BFNS** 22.9', Maximum Axle Load 22.9t] up to maximum speed of 60 kmph in both loaded and empty condition over South Eastern Railway BG system.

संदर्भ : S.E.Rly's letter no. G/WAGON/BFNSM 22.9/Pt.I, dated 20.02.2017.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for provisional operation of BG Bogie Flat Steel Wagon [Unique Transportation Code – 'BFNS 22.9', Maximum Axle Load 22.9t] up to maximum speed of 60 kmph in both loaded and empty condition over South Eastern Railway BG system, subject to terms and conditions as given in South Eastern Railway's Joint Safety Certificate no. 03/17, Track Certificate, Bridge Certificate & RDSO's Provision Speed Certificates no. MW/BFNS, dated 18.07.2014 and further subjected to the restrictions/conditions as given in above Certificates and other certificates accompanying above referred letter.

अनिल कुमार 18/4/17

(अनिल कुमार)
निदेशक/सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Phone : 030-47598 (Rly.); 011-23047598 (MTNL); 09717647611 (CUG Mobile)]
e-mail address : dcegrb@gmail.com

सं. 2017/CEDO/SR/06 **New Delhi, Dated 18.04.2017**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow- 226001, w.r.t. his endorsement no. S. 15019/01/SE/2016-17-TW, dated 06.04.2017.
2. The General Managers, All Indian Railways (except SER) and Director General / RDSO.
3. The Commissioner of Railway Safety, All Circles.
4. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.
5. EDs – CE(P) & ME(Fr.), Railway Board, New Delhi.

अनिल कुमार 18/4/17

(अनिल कुमार)
कृते सचिव, रेलवे बोर्ड

भारत सरकार Government Of India
रेल मंत्रालय Ministry Of Railways
(रेलवे बोर्ड) (Railway Board)

सं. 2017/CEDO/SR/19

New Delhi, Dated 15.01.2018

The General Manager,
South Eastern Railway,
Garden Reach, Kolkata.

विषय : Running of BG Bogie Flat Steel Wagon type 'BFNSM 22.9 T' to RDSO Drawing no. WD-14035-S-02 Alt. Nil up to a maximum speed of 60 kmph in loaded and empty condition on different BG sections of South Eastern Railway.

संदर्भ : S.E.Rly's letter no. G/WAGON/BFNSM22.9/Pt.I, dated 01.06.2017.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for running of BG Bogie Flat Steel Wagon type 'BFNSM 22.9 T' to RDSO Drawing No. WD-14035-S-02 Alt. Nil up to a maximum speed of 60 kmph in loaded and empty condition on different BG sections of South Eastern Railway, subject to terms and conditions as mentioned in SER's Joint Safety Certificate No. 07/17, Track Certificate, Bridge Certificate, RDSO's Provisional Speed Certificates No. MW/BFNS, dated 13.01.2017 and other certificates accompanying above referred letter with stipulations as under :

(i) *Improvement to track structure, formation, bridges to be accelerated in the nominated route.*

(ii) *The arrears of execution of sanctioned track renewal, sanctioned in 2016-17 or earlier should be wiped out on priority in next one year, on routes approved for CC+8+2 traffic.*

(iii) *The arrears of deep screenings of Turnouts and Plain Track on the routes approved for running should be wiped out on priority in next one year by ensuring adequate maintenance blocks.*

(iv) *Periodic rail grinding at stipulated frequency should be carried out on routes brought under rail grinding by ensuring the availability of traffic blocks as per Board's JPO no. 99/Track-III/MC/6 Vol-V dated 08.05.2009.*

(v) *100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track. In case of non-availability of weighbridge or defective weighbridge at loading point, the unweighed rake should run at a restricted speed of 40 kmph till weighment is done, subject to strict compliance to conditions stipulated in Board's JPO no. 2007/CE-II/TS/8 dated 02/04/09. Wherever, 'adjustment' to correct loading in overloaded wagons is resorted to, minimum 10% of such 'adjusted wagons' should be reweighed every quarter in order to check effectiveness of "adjustment".*

(vi) *WILDs should be installed within 15-50 km before all TXR examination points on CC+8+2 routes in a time bound manner in order to detect defective rolling stock causing excessive dynamic load on track. The wagons generating critical alarms shall*

Prem Sagar

be detached without fail as laid down in Railway Board's JPO No. 2002/M(N)/960/1 Pt dated 29.07.08.

(vii) *Right powering of loaded trains running with CC+8+2 wagon loads shall be ensured. The cases of stalling should be reviewed by General Manager every month to detect failures in adequate powering and to take necessary corrective measures.*

(viii) *Railway should ensure installation of way side lubricators as per provision of IR P Way Manual in a time bound manner.*

(ix) *No overdue in track/rolling stock maintenance should be permitted.*

(x) *Separate maintenance regime to be legislated for higher axle load route.*

(xi) *Adequate number of WILD and 'weigh bridges' shall be progressively installed and their working closely monitored.*

(xii) *A detailed guidelines for operation of higher axle load train shall be issued covering all issues (Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc).*

(xiii) *'Measuring wheels' shall be procured and trials be conducted to measure lateral forces.*

(xiv) *Double distant signals shall be progressively provided in view of higher NBD/EBD.*

(xv) *Traction power supply shall be augmented to cater for additional load.*

Prem Sagar

o/c

(प्रेम सागर गुप्ता)
कार्यकारी निदेशक/सिविल इंजी.(जी) /रेलवे बोर्ड
[Phone: 011-23383379, e-mail address: edceg@rb.railnet.gov.in]

सं. 2017/CEDO/SR/19 **New Delhi, Dated 15.01.2018**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement no. Q. 15015/01/2017-18-T.W., dated 15.06.2017.
2. The General Managers, All Indian Railways (except SER)
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.
5. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.

o/c Prem Sagar

(प्रेम सागर गुप्ता)
कृते सचिव, रेलवे बोर्ड