GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BOARD)

No. 2005/C&IS/FOIS/AT Supply/Dup/Pt.1 **New Delhi, dated 29.08.2008.**

The General Managers,
All Indian Railways.

Sub:- Terminal Management System (TMS): Directives for supply of electricity through ATs.

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Successful implementation and reliability of TMS depends upon unpolluted and reliable uninterrupted power supply. TMS is an online financial system of immediate operational and commercial value and e-payment on TMS locations is involved and for issuing RRs, regulation for supply through ATs are necessary.

1. Considering the voltage variations and contamination in the electricity supplied through 25 KV OHE, supply through ATs for TMS applications may be restricted to such locations where the number of transactions on the TMS are 10 or more per day and where reliable general electricity supply is not available otherwise.

2. In major towns and metros, where stable electricity is otherwise available, ATs shall not be required for this purpose. Reliability of OHE is also likely to be affected with proliferations in AT connections. For such locations where TMS applications have necessarily to be supplied through ATs, specific approval of the General Manager may be obtained stating reasons why general electricity or supply through DG sets is not sustainable.

3. The UPS system being provided in the estimate shall incorporate appropriate protection against spikes/surges and voltage variations present in the electric supply derived from OHE. The 5 KVA auxiliary transformers for TMS applications are intended for the associated computers only and may not be used for air-conditioning system.

4. ATs provided for signals and cabins shall not be tapped for providing supply to the TMS locations.

5. The cost of ATs would be chargeable to revenue which includes the cost of auxiliary transformers, lightning arrestors and obligatory mast with LT cabling and appropriate earth and control switch etc.

Responsibility for maintenance of the LT cable and AT and of the connected equipment shall rest with the Electrical Department.

This issues with the concurrence of the RE and Finance Directorates of the Ministry of Railways.

Please acknowledge receipt.

Hindi version follows.

(Chhatrasal Singh)
Director(C&IS)

No. 2005/C&IS/FOIS/AT Supply/Dup/Pt.1 **New Delhi, dated 29 .08.2008.**

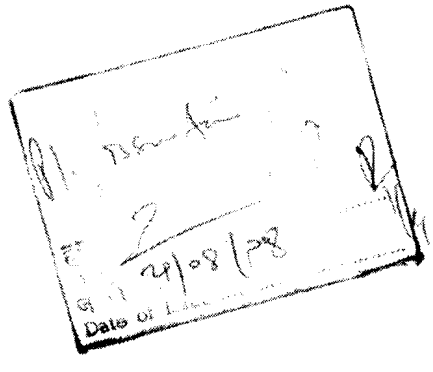
Copy to:-

1. **The FA & CAOs/ All Indian Railways.**
2. **The Dy. Comptroller and Auditor General of India (Railways), Room No. – 224, Rail Bhawan, New Delhi (with 46 spares).**

For Financial Commissioner/Railways.

Copy to :-

1. **MD/CRIS/Chanakyapuri, New Delhi.**
2. **EDR(E), F(X)II, F(E) and Budget Branches of Railway Board.**



Government of India
Ministry of Railways
(Railway Board)

No. 2005/C&IS/FOIS /AT Supply/ Dup /Pt.-1 New Delhi 6-11-2008.

The General Manager,
N.E. Railway,
Gorakhpur.

Sub: TMS: Directives for uninterrupted power supply
Ref: NER's letter No. T/585/ FOIS/TMS/Pt. V dated 22.10.2008.

Please refer to Board's letter of even No.dated 29.08.08 (copy enclosed) wherein powers were delegated to the Railways to ensure uninterrupted power supply to TMS locations. Para 1 of the letter has been misconstrued and is being interpreted by the Railways to relate with TMS locations where per day 10 or more rakes are being dealt. In this regards it is clarified that the Para 1 of the above letter refers to TMS locations with 10 or more transactions and this should not be equated with handling of 10 or more rakes. Zonal railways may take action accordingly. Any queries may be directed to the undersigned for clarifications.

(CHHATRASAL SINGH)
Director (C&IS) .

Copy for information. to:

1. GM/All Indian Railways (Except NER)
2. The MD/CRIS, Chanakyapuri, New Delhi.
3. The CAO/FOIS, CRIS Campus, Chanakyapuri, New Delhi.