GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
(RAILWAY BAORD)

No.2001/Elect(G)/170/1

New Delhi, Dt. 04.12.2017

Principal Chief Electrical Engineers
All Zonal Railways

Sub: Running of trains at 160 kmph on Delhi-Mumbai and Delhi-Howrah routes on trial basis.

Ref: Railway Board's letter of even no. Dated 22/23.12.2016.

Vide reference above, Railway Board has issued guidelines for inputs required for raising the speed on existing Delhi-Mumbai and Delhi-Howrah routes to 160 kmph. Earlier, RDSO has issued a report No.TI/REPORT/OHE/2016/00114 vide its letter no.TI/OHE/HS/10/04 dt.08.06.16 on the running of Gatimaan Express in Delhi-Agra route. MTR during the meeting on 30.11.17 directed that for running 1-2 train on Delhi-Mumbai and Delhi-HWH routes, the action taken for running of Gatimaan Express train in Delhi-Agra section should be implemented by railways to make OHE fit for 160 kmph operation on trial basis. Accordingly, for OHE system, railways are directed to ensure following OHE parameters:

i) The Drop Bracket Assembly as per Drawing No.ETI/OHE/P/2360 along with steady arm as per drawing No.ETI/OHE/P/2390 be used to give 110 mm pushup, if not already provided.
ii) Cross type OHE to be modified to overlap type, if not already provided.
iii) Increase in tension is not necessary.
iv) The OHE shall be swivelling type of cantilever having tension in the conductors regulated automatically, with a presag of 50/100mm, if not already provided.
v) Retro-reflective number plates should be provided as per Board's guideline dated 21.02.2012.
vi) For running more than 2 trains at 160 kmph, following inputs may be planned to improve current carrying capacity as per the requirement.
   a) Augmentation of TSS capacity or provision of new TSS as required for meeting current requirement wherever 12.5 MVA transformations are provided.
   b) Augmentation of current carrying capacity of OHE by provision of feeder wire, if required.
   c) PTFE type short neutral section should be provided in front of new TSS.
vii) For new OHE & on existing OHE during replacement of contact wire, the contact wire gradient and difference in contact wire gradient should be reduced from 3mm per meter to 2mm per meter and difference in contact wire gradient between two adjoining spans be reduced from 1.5mm per meter to 1mm per meter.

Railways may carry out the above works on priority basis to make OHE fit for 160 kmph operation to run 1-2 train on trial basis.

This issues with the approval of Board (MTR).

04/12/17

(Punit Agarwal)
Director Elect. Engg. (PS)
Railway Board