आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2023/CEDO/SR/01/BOBSNS/IR(100/75)-DFCCIL(100)-22.9t **New Delhi, dated 24.03.2023**

The Director General
Research Designs & Standards
Organisation, Manak Nagar,
Lucknow-226011

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Supreme Court,
Metro Station Building Complex,
New Delhi - 110001

Sub: Introduction of Broad Gauge Bogie Hopper wagon type **'BOBSNS'** [Maximum Axle Load: **22.9t**] to RDSO's Drawing No. WD-18076-S-02 Alt.4 up to a maximum speed of **100 kmph in empty** and **75 kmph in loaded** condition over Indian Railways, by Zonal Railways and **100 kmph in both empty and loaded** condition over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL

Ref: (i) CCRS office letter no. Q.12011/24/2021-22-T.W., dated 30.12.2022

(ii) RDSO's letter no. MW/BOBS, dated 07.11.2022

(iii) RDSO's Final Speed Certificate (FSC) no. MW/BOBS, dated 31.10.2022

With reference to RDSO above application {ref.ii}, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Broad Gauge Bogie Hopper wagon type 'BOBSNS' [Maximum Axle Load: 22.9t] to RDSO's Drawing No. WD-18076-S-02 Alt.4, up to a maximum speed up of 100 kmph in empty and 75 kmph in loaded condition over Indian Railways, by Zonal Railways and 100 kmph in empty and loaded both condition over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs by DFCCIL with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. MW/BOBS, dated 31.10.2022 for operation up to a maximum speed of 100 kmph in empty and 75 kmph in loaded condition over Indian Railways and 100 kmph in both empty and loaded condition over routes of **Eastern & Western Dedicated Freight Corridor** of DFCs, shall be ensured on the Railway/DFCs while seeking the sanction of General Manager/MD-DFCCIL, as the case may be, for introduction of rolling stock on the Railway/DFCs. All the documents required for the sanction of General Manager/MD-DFCCIL as per CE (G) Directorate/Railway Board Policy Circular No. 6, dated 31.10.2018, along with sanction letter, shall be submitted to the Commission before the start of actual operation of rolling stock, as per extant procedure
ii. Observance of all the permanent and temporary speed restrictions already in force and/or those that may be imposed from time to time on various accounts.
iii. List of routes identified for 22.9t axle load shall be submitted to the Commission before the start of actual operation of rolling stock.
iv. The compliance of all the stipulations mentioned in Railway Board letter No. 2020/CE-II/TS/22.82dated 20.08.2020 shall be ensured by the Railways.
v. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks. Railway should ensure adequate/stipulated block for Rail Grinding & other maintenance inputs.

24.03.23

vi. Railway/DFCCIL should ensure installation of way side lubricators as per provision of IR P.Way manual in a time bound manner.

vii. For Indian Railways, the WILD shall mandatorily be provided before introduction of wagon in loaded condition at speed above 60 Kmph. For speed up to 60 Kmph the WILD may be progressively installed. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.

viii. For DFCCIL, adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons (except consignment exempted from weighment) shall be ensured at the loading points to avoid running of overloaded wagons on track.

ix. No overdue in track/rolling stock maintenance shall be permitted.

x. Right powering of loaded trains running with 22.9t (CC+8+2) axle load wagons shall be ensured.

xi. Only wagons with functional twin-pipe brake system shall be permitted to run at 75 kmph and above.

For Indian Railways:

xii. USFD testing of rail would be carried out at a higher frequency corresponding to 6 GMT of traffic (present stipulation corresponds to 8 GMT).

xiii. As per Clause 3.1.1.2(a) of RDSO's Final Speed Certificate no. MW/SPD/BG/BCNHL, dated 19.04.2022, for operation in Loaded condition up to 60 kmph for minimum standard of 52kg (90UTS) rail, De-stressing temperature for LWR in Temperature Zone IV would be reduced by 5 0 C (Tm to Tm+5) .

xiv. Further, as per Clause 3.1.1.2(b) for operation in Loaded condition for speed above 60 kmph and upto 75 kmph for minimum standard of 60kg (90UTS) rail, for temperature Zone IV as per IRPWM, de-stressing of LWR at reduced temperature (Tm to Tm+5) shall be completed before onset of winter season. If De-stressing in Zone IV is not done at lower temperature, loaded wagon will run at 60 kmph during the winter period of 1 st November to 28th /29th of February of next calendar year.

24.03.23

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निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
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No. 2023/CEDO/SR/01/BOBSNS/IR(100/75)-DFCCIL(100)-22.9t New Delhi, dated 24.03.2023

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. Q.12011/24/2021-22-T.W., dated 30.12.2022
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards) Track-I, RDSO, Lucknow
5. EDME(Fr), Railway Board

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