File No.RDSO-MW0SPD(OPEN)/1/2022-O/o PED/SW/RDSO

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FINAL SPEED CERTIFICATE OF 'BOXNHL25T' WAGON WITH OPERATIONAL AXLE LOAD OF 22.9T OVER IR AND EASTERN & WESTERN DEDICATED FREIGHT CORRIDORS OF DFCCIL

No.	MW/SPD/BG/ BOXNHL25T	Dated	As signed

(A) महाप्रबंधक (इंजी),

1. मध्य रेलवे, छत्रपति शिवाजी महाराज टर्मिनस, मुम्बई– 400 001.
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700 001.
3. उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली – 110 001.
4. दक्षिण रेलवे, पार्क टाउन, चेन्नई – 600 003.
5. दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद – 500 071.
6. दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता – 700 043.
7. पूर्वोत्तर रेलवे, गोरखपुर – 273 012.
8. पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी – 781 011.
9. पश्चिम रेलवे, चर्चगेट, मुम्बई – 400 020.
10. पूर्व मध्य रेलवे, हाजीपुर – 844 101.
11. पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर,–751 016.
12. उत्तर मध्य रेलवे, सुबेदार गंज, प्रयागराज– 211 001.
13. उत्तर पश्चिम रेलवे, जयपुर – 302 006.
14. दक्षिण पश्चिम रेलवे, हुबली – 580 023.
15. पश्चिम मध्य रेलवे, जबलपुर – 482 001.
16. दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर – 495 004.

(B) प्रबन्ध निदेशक, डेडीकेटेड फ्रेट कोरीडोर कार्पोरेशन आफ इण्डिया लि0, पॉचवा तल, प्रगति मैदान मैट्रो स्टेशन बिल्डिंग काम्पलेक्स, नई दिल्ली–110 001

Sub:	Final speed certificate of Broad Gauge Bogie Open wagon type 'BOXNHL25T' with operational axle load of 22.9t for operation up to maximum speed of 100 kmph in empty and 75 kmph in loaded condition over Indian Railways BG routes **and** up to maximum speed of 100 kmph in both empty and loaded conditions for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL.
Ref:	(i). Final Speed Certificate No. MW/SPD/BG/BOXNHL/22.9t dated 23.03.2009 followed by Amendment no.1 dated 09.04.2009, Amendment no.2 dated 31.12.2009 & Amendment no.3 dated 03.09.2020 for IR routes. (ii). Final speed certificate No. MW/SPD/BG/BOXNHL dated 03.10.2019 followed by Amendment no.1 dated 21.08.2020 & Amendment no. 2 dated 03.09.2020 for DFCCIL routes. (iii). RDSO's Motive Power Directorate Dispensation Note No. SD. Dispensation/Tr. Mc. & Wagon.11 dated 09.02.2023.

1.0	IMPORTANT PARAMETERS RELATED TO ROLLING STOCK

Type	Final / Provisional / Oscillation Trial / COCR/ Movement	Final	Validity/ Period or Permanent	Permanent	IR / Sectional/ DFCCIL	IR, DFCCIL

Stock Name	BOXNHL25T	Max. Axle Load (Empty)	5.13 t	Max. Axle Load (Loaded)	22.9 t

Transportation Code	BOXNHL25T	DIAGRAM Drg. No.	RDSO' Drg.No. WD-15019-S-01, Alt.-3 or latest (subject to not 'new' in accordance with conditions of para 28 of Railways (Opening for Public Carriage of Passengers) Rules)

Bogie Arrgt. Drg	RDSO's Drg.No. WD-04078-S-01		Suspension Arrgt. Drg.	RDSO's Drg.No. WD-04078-S-01

Commodity	Coal / Ore / Steel /Bagged / Oil /etc.	Coal, ore etc.	Gauge	BG

Type of Bogie	Casnub 22HS bogie	Type of Coupler	AAR type E/F NT-Coupler	Wheel Dia. (mm)	New	condemning
					1000	950

Rake / Train consist for COCR / Oscillation Trial	One Locomotive+ 58 BOXNHL25T wagon + One Brake Van

Max. Permissible Speed For IR	Empty	100 kmph	Loaded	75 kmph
Max. Permissible Speed For DFCCIL	Empty	100 kmph	Loaded	100 kmph

2.0	INTRODUCTION

2.1	Broad Gauge Bogie open wagon type 'BOXNHL25T' with maximum axle load of 25t to RDSO Drg.No. WD-15019-S-01, Alt.-3 or latest is exactly same as that of BOXNHL with axle load of 22.9t to RDSO Drg.No. WD-05086-S-02 Alt.-12 or latest in terms of dimensions, bogies and suspension etc. The wagon is fitted with Casnub 22HS Bogies, high tensile non transition Centre Buffer Coupler and twin pipe graduated release air brake system.
2.2	Vide references (i) and (ii) above, BOXNHL wagon with maximum axle load of 22.9t to RDSO Drg. No.WD-05086-S-02 Alt.-12 or latest has been permitted to run upto maximum speed of 100 kmph in empty & 75 kmph in loaded condition over Indian Railway BG routes and upto maximum speed of 100 kmph in both empty and loaded conditions over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL respectively on the basis of oscillation trial report nos. MT-929/F dated 05-03-09 and MT-936/F dated 09-04-09.
2.3	BOXNHL wagon with maximum axle load of 25t, type 'BOXNHL25T' to RDSO Drg. No. WD-15019-S-01, Alt.-3 or latest has been permitted to run upto maximum speed of 100 kmph in empty and 45 kmph in loaded condition over Indian Railways and up to maximum speed of 100 kmph in empty and 70 kmph in loaded condition over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL vide RDSO's first revised final speed certificate No. MW/SPD/BG/BOXNHL25T dated 29-11-2021 on the basis of RDSO's oscillation trial report nos. MT-929/F dated 05-03-2009, MT-936/F dated 09-04-2009 & MT-1427/F dated 30-10-2015.
2.4	Vide EDS/MP RDSO note under reference (iii) above, MP Dte. has accorded dispensation from conducting oscillation trial of 'BOXNHL25T' wagon with operational axle load of 22.9t on the basis of oscillation trial report nos. MT-929/F & MT-936/F of BOXNHL wagon (max. axle load 22.9t) and recommendation of Track and B&S directorates of RDSO in accordance with Para 3.2.3 of Policy Circular No. 6 (Revised 2018). Therefore, the

	oscillation trial report nos. MT-929/F dated 05-03-09 and MT-936/F dated 09-04-09 of BOXNHL wagon, have been considered for issue of final speed certificate of BOXNHL25T with operational axle load of 22.9t.
2.5	Operation of CC+8+2t /22.9t would be on identified routes. Further, General Manager of Zonal Railway shall identify the routes for operation of (CC+8+2)t/ (CC+6+2)t axle load wagon at 75 kmph in terms of Railway Board letter No. 2020/CE-II/TS/22.9 dated 20.08.2020.

3.0	In view of above, based on the design features & satisfactory test results of oscillation trial as contained in RDSO's trial report nos. MT-929/F, dated 05-03-09 and MT-936/F, dated 09-04-09, it is certified that 'BOXNHL25T' wagon (having designed axle load of 25t) to RDSO's Drg. No. WD-15019-S-01, Alt.-3 or latest with maximum operational axle load of 22.9t may be permitted to run up to maximum speed of 100 kmph in empty and 75 kmph in loaded condition over Indian Railway BG routes **and** up to maximum speed of 100 kmph in both empty and loaded conditions for operation over routes of Eastern and Western Dedicated Freight Corridors of DFCCIL subject to the following conditions:

3.1	**TRACK STRUCTURE DETAILS AND SPEED:**			
3.1.1	**For Indian Railways BG Routes:**			
3.1.1.1	The Track structure shall be minimum standard of:			
3.1.1.1.1	**Speed in Empty condition:**			
	Rail Section	**Sleeper Density**	**Ballast Cushion**	**Max. Speed in Empty Condition**
	52 Kg (72 UTS) rail	1540 Nos./Km PSC sleeper	250 mm (100 mm clean & rest in caked up condition on compacted and stable formation)	Speed upto 60 kmph
	52 Kg (90 UTS) rail	1540 Nos./Km PSC sleeper	250 mm (100 mm clean & rest in caked up condition on compacted and stable formation)	Speed up to 100 kmph
3.1.1.1.2	**Speed in Loaded condition:**			
3.1.1.1.2.1	**Speed upto 60 kmph**			
	Rail Section	**Sleeper Density**	**Ballast Cushion**	**Max. Speed in Loaded Condition**
	52 Kg (90 UTS) rail	1540 Nos./Km PSC sleeper	300 mm (150 mm clean & rest in caked up condition on compacted and stable formation)	Speed upto 60 kmph
	Operation of CC+8+2t/ CC+6+2t on routes falling in Temperature zone IV and Zone III as per IRPWM June-2020 would be as per Railway Board letter no. 2019/CE-II/TSC/88/Puri dated 28.08.2020 with the following conditions for 52 kg (90 UTS) rail track: (i) De-stressing temperature for LWR in Temperature zone IV would be reduced by 5ºC (Tm to Tm+5). (ii) USFD testing of rail would be carried out at a higher frequency corresponding to 6 GMT of traffic (present stipulation corresponds to 8 GMT).			
3.1.1.1.2.2	**Speed above 60 kmph and upto 75 kmph**			
	Rail Section	**Sleeper Density**	**Ballast Cushion**	**Max. Speed in Loaded Condition**
	60Kg (90 UTS) rail	1540 Nos./Km PSC sleeper	300 mm (150 mm clean & rest in caked up condition on compacted and stable formation)	Speed up to 75 kmph

	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 1st November to 28th /29th of February.
3.1.1.2	Track geometry standards shall be maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under Para 522.
3.1.1.3	For track maintained to lower standard than that mentioned above, the Chief Engineer shall decide the lower maximum permissible speed on the basis of maintenance condition. In this connection, instructions issued by Railway Board vide letter no. 65/WDO/SR/26 dated 19/20.10.1966 may be seen. When the Chief Engineer considers that the road bed is not compacted or there is improper drainage, he may suitably restrict the maximum permissible speed depending upon the local conditions.
3.1.1.4	The maximum permissible speed on curves shall be decided on the basis of the existing provisions of the Indian Railways Permanent Way Manual, June- 2020. Maximum cant deficiency permitted would be 75 mm.
3.1.1.5	The welds shall be protected by joggled fish plates as per provisions of USFD Manual and Indian Railways Permanent Way Manual June-2020 and other policy instructions of Railway Board. The maintenance of rails and rail joints shall be ensured as per provision of Indian Railways Permanent Way Manual, June- 2020. In addition, wherever condition warrants on account of corrosion on rail / weld collar, wear on rail, cupping of welds etc., necessary precautions shall be taken for fish plating / joggled fish plating.
3.1.1.6	Zonal Railways shall ensure further detailed examination of track as deemed fit based on age cum condition basis, overdue renewal and condition of formation etc. as per provisions of Indian Railways Permanent Way Manual, June-2020 regarding permanent way renewals and may suitably restrict maximum speed of operation based on such examination.
3.1.2	**For DFCCIL Routes:**
3.1.2.1	Member Engineering Railway Board vide DO letter no. 2011/CE-II/TS/DFC dated 15.10.2018 has authorized MD/DFCCIL to permit the running of 25t freight trains at 100kmph or at any other speed considered appropriate by him. MD/DFCCIL vide letter no. HQ/Mech/2018/Axle load Wagon dated 13.08.2019 stated that the operational speed of 25t axle load is permitted at 100 kmph on 60kg (90UTS rail) as already intimated vide letter no. CO/Mech2018/25t wagon/201800591 dated 17.07.2019. In view of this, the minimum track structure shall be:

Rail Section	**Sleeper Density**	**Ballast Cushion**	**Max. Speed in Empty Condition**	**Max. Speed in Loaded Condition**
60kg (90 UTS) rail	1660 Nos./Km PSC sleeper	300 mm (200 mm clean & rest in caked up condition on compacted and stable formation)	100 Kmph	100 Kmph

3.1.2.2	The minimum standard of track geometry maintenance shall be as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under Para 522.
3.1.2.3	For track maintained to lower standard than that mentioned above, the Chief Engineer/GGM (Civil) shall decide the lower maximum permissible speed on the basis of maintenance condition. In this connection, instructions issued by Railway Board letter No. 65/WDO/SR/26 dated 19/20.10.1966 may be seen. When the Chief Engineer/GGM (Civil) considers that the road bed is not compacted or there is improper drainage, he may suitably restrict the maximum permissible speed depending upon the local conditions.
3.1.2.4	The maximum permissible speed on curves shall be decided on the basis of the existing provisions of the Indian Railways Permanent Way Manual, June-2020. Maximum Cant deficiency permitted would be 75 mm.

3.1.2.5	The welds shall be protected by joggled fish plates as per provisions of USFD Manual and Indian Railways Permanent Way Manual June-2020 and other policy instructions of Railway Board. The maintenance of rails and rail joints shall be ensured as per provision of Indian Railways Permanent Way Manual, June-2020. In addition, wherever condition warrants on account of corrosion on rail / weld collar, wear on rail, cupping of welds etc., necessary precautions shall be taken for fish plating / joggled fish plating.
3.1.2.6	DFCCIL shall ensure further detailed examination of track as deemed fit based on age cum condition basis, overdue renewal and condition of formation etc. as per provisions of Indian Railways Permanent Way Manual, June-2020 regarding permanent way renewals and may suitably restrict maximum speed of operation based on such examination.

3.2 BRIDGE STIPULATIONS:

3.2.1 For Indian Railways BG Routes:

3.2.1.1 This clearance is subject to the following parameters of 'BOXNHL25T' wagon:

S.No.	Description	Designed	Operational
(i)	Maximum axle load (Empty)	5.13t	5.13t
(ii)	Maximum axle load (Loaded)	25 t	22.9 t
(iii)	Maximum braking force	10% of axle load	
(iv)	Max. C.G. height from rail level in empty condition	1013 mm	
(v)	Max. C.G. height from rail level in loaded condition	1963 mm	

3.2.1.2 The clearance refers to "Standard RDSO Spans" bridges with standard design of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for BGML, RBG, MBG and 25t-2008 standard loadings.

3.2.1.3 Superstructures & bearings of "Special Spans" (designed and constructed by Zonal Railways based on site requirements), Arches and sub-structures (including foundation) of all bridges (Standard RDSO spans and Special Spans) are to be got examined by the Chief Bridge Engineer and certified safe with respect to current Indian Railways standard codes with up to-date correction slips.

3.2.1.4 (a) For regular operation in empty condition, all Standard RDSO spans of BGML, RBG, MBG and 25t:2008 loading are fit for proposed speed of 100 kmph.

(b) For regular operation in loaded condition of BOXNHL25T wagon with maximum operational axle load of 22.9t, following restriction shall be applicable:

(i) All Standard RDSO spans upto 47.25m (all effective) of BGML & MBG loading standard are restricted for speed of 75 kmph. Standard RDSO spans of 63.0m & 78.8m (both effective) of BGML & MBG loading standard are restricted for speed of 60 kmph.

(ii) All Standard RDSO spans upto 47.25m (all effective) of RBG loading standard are restricted for speed of 75 kmph. Standard RDSO span of 63.0m (effective) of RBG loading standard is restricted for speed of 60 kmph. Standard RDSO spans of 78.8m (effective) of RBG loading standard is restricted for speed of 55 kmph.

(iii) All Standard RDSO spans of 25t:2008 loading are restricted for speed of 75 kmph.

<table>
<tr><td></td><td>(c) Track on bridges and approaches of BGML spans 31.9m, 47.3m, 63.0m & 78.8m (all effective) shall be strengthened or modified in such a way so as to allow for dispersion of longitudinal force as per clause 2.8.3.2 of IRS Bridge Rules. In cases where dispersion cannot be allowed as per clause 2.8.3.2 such as due to provision of SEJ in bridges etc., the bridge superstructure including bearings and sub-structure shall be checked for longitudinal force without dispersion and certified safe by the Chief Bridge Engineer concerned.</td></tr>
<tr><td>3.2.1.5</td><td>During operation of BOXNHL25T wagons with single/multiple locomotives and other rolling stocks the speed certificate issued by RDSO of the single/multiple locomotives /rolling stocks in empty/loaded condition shall be strictly complied with. Therefore, speed certificate of each single/multiple locomotive and rolling stocks in train formation should be examined carefully & speed restriction /strengthening /prohibition /any other restriction should be imposed according to most restrictive rolling stock/locomotive/multiple locomotives in train formation.</td></tr>
<tr><td>3.2.1.6</td><td>Location of bridges on which speed restrictions are imposed should be notified by the Railways and incorporated in the working timetable.</td></tr>
<tr><td>3.2.1.7</td><td>The above clauses have been arrived at considering bridges are in physically sound condition. In case the bridges are not in satisfactory physical condition, necessary speed restriction to be imposed by Chief Bridge Engineer of Zonal Railway on condition basis.</td></tr>
<tr><td>3.2.1.8</td><td>The directives of RDSO for operation of CC+8+2t, axle load 22.82t communicated vide RDSO letter No. CBS/Golden/Q/Strength dated 21/27-07-2009 & 25/09/2009 shall also be followed.</td></tr>
<tr><td>3.2.2</td><td>For DFCCIL Routes:</td></tr>
<tr><td>3.2.2.1</td><td>This clearance is subject to the following parameters of ‘BOXNHL25T’ wagon:
<table>
<tr><th>S.No.</th><th>Description</th><th>Designed</th><th>Operational</th></tr>
<tr><td>(i)</td><td>Maximum axle load (Empty)</td><td>5.13t</td><td>5.13t</td></tr>
<tr><td>(ii)</td><td>Maximum axle load (Loaded)</td><td>25 t</td><td>22.9 t</td></tr>
<tr><td>(iii)</td><td>Maximum braking force</td><td colspan="2">10% of axle load</td></tr>
<tr><td>(iv)</td><td>Max. C.G. height from rail level in empty condition</td><td colspan="2">1013 mm</td></tr>
<tr><td>(v)</td><td>Max. C.G. height from rail level in loaded condition</td><td colspan="2">1963 mm</td></tr>
</table></td></tr>
<tr><td>3.2.2.2</td><td>The clearance refers to “Standard RDSO Spans” bridges with standard design of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for “DFC loading (32.5 t axle load)”.</td></tr>
<tr><td>3.2.2.3</td><td>(a) In empty condition, all Standard RDSO spans of DFC loading are fit for proposed speed of 100 kmph.
(b) In loaded condition, all Standard RDSO spans of DFC loading are restricted for speed for proposed speed of 100 kmph.</td></tr>
<tr><td>3.2.2.4</td><td>Superstructures & bearings of “Special Spans” (designed and constructed by DFCCIL based on site requirements), Arches and substructures (including foundation) of all bridges (Standard RDSO Spans and Special Spans) are to be examined by DFCCIL and certified safe with respect to current Indian Railways standard codes with up to-date correction slips.</td></tr>
<tr><td>3.2.2.5</td><td>During operation of BOXNHL25T wagons with single/multiple locomotives and other rolling stocks the speed certificate issued by RDSO of the single/multiple locomotives /rolling stocks in empty/loaded condition shall be strictly complied with. Therefore, speed certificate of each single/multiple locomotive and rolling stocks in train formation should be examined carefully & speed restriction /strengthening /prohibition /any other</td></tr>
</table>

	restriction should be imposed according to most restrictive rolling stock/locomotive/multiple locomotives in train formation.
3.2.2.6	Location of bridges on which speed restrictions are imposed should be notified by DFFCIL and incorporated in the working timetable.
3.2.2.7	The above clauses have been arrived at considering bridges are in physically sound condition. In case the bridges are not in satisfactory physical condition, necessary speed restriction to be imposed by DFCCIL on condition basis.

3.3	**SIGNALLING STIPULATIONS:**

3.3.1	Provisions of GR, SR, IRSOD, SSOD of DFCCIL, SEM & all extant instructions issued from time to time as applicable shall be complied with.
3.3.2	In case of rolling stocks/Train (having this wagon in its composition) having EBD of more than 1 Km and non provision of second distant signal/4 Aspect automatic signalling in the section, action as per Para 7.8.9 of IRSEM (issue July 2021) shall be taken.
3.3.3	While running through a station yard, speed of the Rolling stock shall be restricted to the maximum permissible speed as per standard of interlocking provided at the station or any other speed restriction, whichever is severe.

3.4	**TRACTION STIPULATIONS:**
3.4.1	**For Indian Railways BG Routes:**
3.4.1.1	In 25kV AC traction area, Principal Chief Electrical Engineer of the concerned Railway shall have to ensure that the minimum height of contact wire and electrical clearances as stipulated in provisions of Chapter-V and V-A, Electric Traction “Schedule of Dimensions of 1676mm Gauge (BG) Revised 2022” with latest Addendum & Corrigendum Slips is not violated and strictly followed to ensure its safe running.
3.4.1.2	In addition to above, the Principal Chief Electrical Engineer of the concerned Railway may impose any temporary speed restriction on the basis of personal knowledge, experience of the sectional OHE and field conditions prevailing on the particular section.
3.4.2	**For DFCCIL Routes:**
3.4.2.1	In 25kV AC traction area, GGM (Electrical) of the concerned DFCCIL shall have to ensure that the minimum height of contact wire and electrical clearances as stipulated in provisions of Chapter-VII of Eastern Corridor and Chapter XIV of Western Corridor, Electric Traction ‘Standard Schedule of Dimensions for Dedicated Freight Corridors’ with latest Addendum & Corrigendum slips is not violated and strictly followed to ensure its safe running.
3.4.2.2	In addition to above, GGM (Electrical) of the concerned DFCCIL may impose any temporary speed restriction on the basis of personal knowledge, experience of the sectional OHE and field conditions prevailing on the particular section.

3.5	**ROLLING STOCK STIPULATIONS:**

3.5.1	Before initiating the operation over Indian Railways/DFCCIL, Principal Chief Mechanical Engineer of concerned/ adjoining Zonal Railways shall arrange to certify the service worthiness (track worthiness) and safety of the rolling stocks. He shall ensure the proper maintenance of the Rolling stocks. In terms of EDME/Frt./Railway Board's letter no. 2017/M(N)/951/10 dated 21.06.2017, no maintenance of rolling stock is envisaged on DFCCIL. GGM/Mechanical will get the service worthiness (track worthiness) certified from the adjoining/ concerned Zonal Railways.
3.5.2	Brakes of the rake of the wagons shall be in good working order during the operation.

3.6	**GENERAL STIPULATIONS:**

3.6.1	All the permanent and temporary speed restrictions enforced and those that may be imposed from time to time due to track, bridges, curves, signalling and interlocking etc. shall be observed.
3.6.2	(i) The maximum permissible speed of the empty and loaded wagons in the siding at originating point and destination shall be decided by the Chief Engineer concerned in case of Indian Railways and Chief Engineer/GGM (Civil) in case of DFCCIL. (ii) For placement/movement of wagon on any private or assisted siding for loading or unloading the consignments, the Chief Engineer of concerned Zonal Railway in case of Indian Railways and Chief Engineer/GGM (Civil) in case of DFCCIL shall be referred to.
3.6.3	DFCCIL shall ensure the mitigating measures as included in Member Engineering Railway Board DO letter no. 2011/CE-II/TS/DFC dated 15.10.2018.
3.6.4	The design of 'BOXNHL25T' wagon does not infringe to clauses of Chapter IV (A) of IRSOD (BG) Revised 2022.
3.6.5	The design of 'BOXNHL25T' wagon does not infringe to clauses of Chapter IV for Eastern Dedicated Freight Corridor and Chapter XI for Western Dedicated Freight Corridor of Standard Schedule of Dimensions of January 2013.
3.6.6	When the wagon is being moved, it shall be ensured that all protruding parts are withdrawn and suitably locked, so that during the run there is no possibility of any infringement occurring to the standard moving dimensions.
3.6.7	'BOXNHL25T' wagon (with max. axle load of 25t) has been permitted for operation upto maximum speed of 45 kmph over Indian Railway routes and 70 kmph over DFCCIL routes in loaded condition. Hence, loading in 'BOXNHL25T' wagon during its running with operational axle load of 22.9t and higher speed in loaded condition i.e. 75 kmph over Indian Railway routes and 100 kmph over DFCCIL routes, shall be strictly observed by concerned Zonal Railway/DFCCIL.

ENCLOSURES: / संलग्नक:

i)	RDSO Drg. No. WD-15019-S-01, Alt.-3 or latest
ii)	Annexure-I (Salient features of 'BOXNHL25T' wagon)

Digitally Signed by Nitin Mehrotra
Date: 16-02-2023 18:21:33
Reason: Approved

(नितिन मेहरोत्रा)
कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपि:

(1) सचिव (मैकेनिकल /इंजी), रेलवे बोर्ड, रेल भवन,नई दिल्ली – 110001
(2) मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ–226001
(3) महाप्रबंधक (मैकेनिकल/यातायात/संकेत एवं दूरसंचार),
 (i) मध्य रेलवे, छत्रपति शिवाजी महाराज टर्मिनस, मुम्बई– 400 001.

(ii) पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700 001.
(iii) उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली – 110 001.
(iv) दक्षिण रेलवे, पार्क टाउन, चेन्नई – 600 003.
(v) दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद – 500 071.
(vi) दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता – 700 043.
(vii) पूर्वोत्तर रेलवे, गोरखपुर – 273 012.
(viii) पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी – 781 011.
(ix) पश्चिम रेलवे, चर्चगेट, मुम्बई – 400 020.
(x) पूर्व मध्य रेलवे, हाजीपुर – 844 101.
(xi) पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर,–751 016.
(xii) उत्तर मध्य रेलवे, सुबेदार गंज, प्रयागराज– 211 001.
(xiii) उत्तर पश्चिम रेलवे, जयपुर – 302 006.
(xiv) दक्षिण पश्चिम रेलवे, हुबली – 580 023.
(xv) पश्चिम मध्य रेलवे, जबलपुर – 482 001.
(xvi) दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर – 495 004.

(4) जी.जी.एम. (मैकेनिकल/इंजी/यातायात/संकेत एवं दूरसंचार)डेडीकेटेड फ्रेट कोरीडोर कार्पोरेशन आफ इण्डिया लि0, नई दिल्ली–110 001

(5) अध्यक्ष एवं प्रबंध निदेशक, कोंकण रेलवे कार्पोरेशन लिमिटेड, पोस्ट बाक्स नं0 9, बेलापुर भवन, सेक्टर –11, सीबीडी बेलापुर,नवी मुम्बई – 400614

ENCLOSURES: / संलग्नक:

i)	RDSO Drg. No. WD-15019-S-01, Alt.-3 or latest
ii)	Annexure-I (Salient features of 'BOXNHL25T' wagon)

-signed-
(नितिन मेहरोत्रा)
कार्यकारी निदेशक मानक/चालन शक्ति