GUARD

FILE

2022 Pt.II

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SD/RS/08 **New Delhi, Dated 29.06.2022**

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

Sub: Condonation of infringement to Indian Railway Schedule of Dimensions (BG) Revised 2004 by **height of buffers & CBC Couplers (868mm)** as per ICF layout drawings no. TS/DTC -9-0-001 for Driving Trailer Coach (TSDTC), TS/MC -9-0-001 for Motor Coach (TSMC), TS/MC2 -9-0-001 for Motor Coach (TSMC2), TS/TC -9-0-001 for Trailer Coach (TSTC), TS/NDTC/EC -9-0-001 for Non Driving Trailer Coach Executive Class (TSNDTC) & TS/NDTC/EC2 -9-0-001 for Non Driving Trailer Coach Executive Class (TSNDTC2) of Trainset with new design propulsion system & bogies **(Vande Bharat Train Set)**, Manufactured by ICF/Chennai

Ref: (i) RDSO's letter no. CT/DEL/Trainset, dated 12.04.2022
(ii) CCRS office letter no. Q.14011/01/2022-23-TW, dated 01.06.2022

With reference to RDSO above applications {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringements w.r.t. Chapter IV(A) , Schedule-I of IRSOD(BG)-2004 by **Minimum height of buffers & CBC couplers (868mm instead of 1030mm)** of Trainset with new design propulsion system & bogies **(Vande Bharat Train Set)**, Manufactured by ICF/Chennai, as shown in details enclosed with above mentioned application, detail of infringements as under:

***Clause* 14** – Minimum height above rail level for centers of buffers & CBC Couplers when fully loaded by 162mm (i.e. 868mm instead of 1030mm).

June 29th/2022
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SD/RS/08 **New Delhi, Dated 29.06.2022**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-226011 w.r.t. his endorsement No. Q.14011/01/2022-23-TW, dated 01.06.2022
2. Commissioner of Railway Safety, all Circles
3. ED Standards (Track-1), RDSO, Manak Nagar,Lucknow
4. EDME(Coaching)/Railway Board, New Delhi

June 29/2022
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issued with Enclosure
हस्ताक्षर
Signature
जारी की तिथि 6/22
Date of Issue

21-6-22

(2)

भारत सरकार
रेल मंत्रालय (रेलवे बोर्ड)
GOVERNMENT OF INDIA (BHARAT SARKAR)
MINISTRY OF RAILWAYS (Rail Mantralaya)
(Railway Board)

शाखा BRANCH C.E.D.O. मिसिल सं. FILE NO. 70/WDO/ORI/RO/I/Vol. VIII

विषय
SUBJECT

Authorization for raising of sectional speed upto 110 Kmph to Zonal Railways.

पिछला संदर्भ
Previous Reference

सम्बन्धित
Connected

(3)

No. 70/WDO/ORI/RO/I/Vol.VII

Sub : Authorization for raising of sectional speed up to 110 kmph to Zonal Railways

Ref : PEDCE(P)'s note no. 2017/CE-II/TK/HS/130, dated 22.06.2022

P.U.C (SN-1) received from CE(P) Dte, wherein it is requested to take necessary action for authorizing Principal Chief Engineer for raising of sectional speed up to 110 kmph.

2. Here it is pertinent to mention that :

Rule 4.08(1)(a) of GR-1976 states that – "Every train shall be run on each section of the railway within the limits of speed sanctioned for that section by approved special instructions.(SN-2)

As per **GR 1.02(4)**-approved special instructions means special instructions approved of or prescribed by the Commissioner of Railway Safety.(SN-3)

3. From the above, it is clear that under "approved Special Instructions", the power to increase the sectional speed lies with the concerned CRS.

4. Therefore, Zonal railways have to apply for increase in speed of section in the similar way as new lines opening application to Commissioner and documents required to be submitted by Railways for the same are specified in Opening Rules and instructions issued Railway Board from time to time.

5. In view of above, it is advised to apprise the General Manager regarding above provisions and ensure that the above G.R Para 4.08(1)(a) and concurrent instructions issued vide Revised Policy Circular -6 are strictly followed.

DCE(G)

EDCE(G)

PEDCE(P)

(4)

e-R.No.1190664/2022/CE-II Gr./Date: 22-06.2022

No. 2017/CE-II/TK/HS/130

Sub: Authorization for raising of sectional speed upto 110 kmph to Zonal Railways.

In order to reduce the travel time and enhance the throughput, raising of sectional speed is a priority item of Railways. Raising of sectional speed to 110 kmph on Broad Gauge route is an important step in this direction. As on 01.04.2022, 34679 km route length on BG over Indian Railways is having sectional speed less than 110 kmph.

During the review of action plan for raising of sectional speed to 110 kmph over balance Broad Gauge routes by Board on 21.06.2022, it was desired to raise the sectional speed over majority of these sections within next two years. In the process of raising of sectional speed, obtaining CRS sanction is a major activity which consumes sufficient time. To expedite the process and achieve the above target, it was proposed to delegate the power to raise the sectional speed upto 110 kmph to Zonal Railways.

In view of above, EDCE(G) is requested to take necessary action for authorising Principal Chief Engineers for raising of sectional speed upto 110 kmph.

DCE(P)
22.06.2022

PEDCE(P) 22/06/2022

EDCE(G)
22.6.22

DE(G)

SO/CE-2
23.06.22

CEDO.

(5)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SR/24 **New Delhi, Dated 23.06.2022**

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

Sub: Introduction of **12' high containers** (3658mm height and 2438mm width) **in single stack** in empty and loaded condition, on **20.32t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLC (A-Car & B-Car) up to a maximum speed of **75 kmph** over **DSDC routes** over IR by Zonal Railways and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes, by DFCCIL**

Ref: (i) RDSO's letter no. MW/Container, Dated 03.09.2021
(ii) CCRS office letter No.Q.12011/13/2021-22/ T.W. dated 08.10.2021

While processing the above cited case for the sanction of the Railway Board for introduction of **12' high containers** (3658mm height and 2438mm width) **in single stack** in empty and loaded condition, on **20.32t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLC (A-Car & B-Car) up to a maximum speed of **75 kmph** over **DSDC routes** over IR by Zonal Railways and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes, by DFCCIL**, EDME(Freight), has suggested certain conditions to be deleted, which were recommended by CCRS, reproduced as under:

ix. *Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for the proposed wagon within 15 days of running of wagon.*

x. *Railway shall ensure that containers are lifted and lowered vertically to avoid any damage to inter-box connector locks /Automatic Twist Locks (ATL). Railway shall also ensure proper locking of inter-box connector locks/ATL at the starting station as well as at any station where loading/unloading is done*

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

23.06.2022
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2021/CEDO/SR/24 **New Delhi, Dated 23.06.2022**

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Freight) Railway Board

Ministry of Railways Railway Board
Issue with Enclosure
Signature
Date of Issue 24/6/22

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail: chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

(6)

संख्या–Q.12011/13/2021–22–त.वि

दिनांक–08-10-2021

सेवा में,

सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषय: Introduction of **12' high containers** (3658mm height and 2438mm width) **in single stack** in empty and loaded condition, on **20.32t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLC (A-Car & B-Car) up to a maximum speed of **75 kmph** over **DSDC routes of Indian Railway** and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes**

संदर्भ: (i) DG/RDSO's letter No. MW/Container, Dated 03.09.2021
(ii) RDSO's Final Speed Certificate (FSC) no. MW/Container, Dated 03.09.2021

Vide reference (i), RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock at maximum speed up to **75 kmph** over **DSDC routes of Indian Railway** and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes** on the basis of RDSO's Final Speed Certificate mentioned under reference (ii).

Case has been examined by this office and is found to be in order. Accordingly, the same is being forwarded to Railway Board for necessary action with the recommendation for the sanction of the Central Government for operation of **12' high containers** (3658mm height and 2438mm width) **in single stack** in empty and loaded condition, on **20.32t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLC (A-Car & B-Car) up to a maximum speed of **75 [SEVENTY FIVE] kmph** over **DSDC routes of Indian Railway** and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes** with conditions mentioned in **Annexure.**

This is issued with the approval of Chief Commissioner of Railway Safety.

AHMAD NADEEM SIDDIQUI
Digitally signed by AHMAD NADEEM SIDDIQUI
Date: 2021.10.08 12:35:19 +05'30'

(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:
महानिदेशक (माल डिब्बा)
माल डिब्बा निदेशालय (एनेक्सी–1),
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानक नगर, लखनऊ–226011

[of CCRS Office's Letter No. Q.12011/13/2021–22–वै.वि., dated 08.10.2021]

Conditions to be ensured by the Railway for operation of 12' high containers (3658mm height and 2438mm width) in single stack in empty and loaded condition, on 20.32t axle load, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLC (A-Car & B-Car) up to a maximum speed of 75 kmph over DSDC routes of Indian Railway and Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes

i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. MW/Container, Dated 03.09.2021. Remarks of the Railway/DFCCIL against each para of this Speed Certificate shall be submitted to the Commission before the start of actual operation of the rolling stock.

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. Para 3.3.1 of Final Speed Certificate may be modified as "Provisions of GR, SR, IRSOD, DFC-SOD, SEM & all extant instructions issued from time to time as applicable shall be complied with".

iv. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways/DFCCIL and incorporated in the working timetable so that all operating staff aware of the instructions.

v. In case of train (with 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 A&C no.9 of SEM Pt-1 shall be taken.

vi. Before initiating the operation, Zonal Railway shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

vii. Only wagons with twin-pipe brake system shall be permitted to run at 75 kmph in loaded condition. Brakes of the rake of the wagons shall be in good working order during the operation.

viii. Single stacking of 12' high containers on BLC wagon shall follow the instructions mentioned in para 3.5.4 of RDSO's Final Speed Certificate (FSC) no. MW/Container, Dated 03.09.2021.

ix. Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for the proposed wagon within 15 days of running of wagon.

x. Railway shall ensure that containers are lifted and lowered vertically to avoid any damage to inter-box connector locks /Automatic Twist Locks (ATL). Railway shall also ensure proper locking of inter-box connector locks/ATL at the starting station as well as at any station where loading/unloading is done.

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

xii. In the Annexure –I of Final Speed Certificate, the Carrying Capacity has been mentioned as 81.28t in place of 62.16t. RDSO may therefore issue amendment before introduction of subject rolling stock.

xiii. As BLC (A-Car & B-Car) wagon with ISO containers in single stack is fit to run at 100 Kmph over IR, oscillation trials of BLC(A-Car & B-Car) with 12' high non ISO containers may be conducted early to ascertain & utilise the potential of running these wagons at higher speed over IR and DFC routes.

xiv. Wheel flat limits for operation of BLC (A-Car & B-Car) wagon for operation over DSDC routes of IR and DFC routes have not been mentioned in Final Speed Certificate dated 03.09.2021. Suitable Amendment in Final Speed Certificate is required to be issued before commercial operation of the rolling stock.

xv. Condonation of infringement of clauses of DFC-SOD by Railway Board is not available. It is required to get the infringing clauses of DFC-SOD of the BLC (A-Car & B-Car) condoned by Railway Board before commercial operation of the rolling stock.

xvi. Title of Drg. No. WD-20020-S-02 & WD-20020-S-03 for BLC/BLCM(A-Car) & BLC/BLCM(B-Car) respectively is 'For Condonation Only' whereas the subject case is of introduction of aforementioned rolling stock. In view of the above, detailed manufacturing drawings may be issued and speed certificate amended accordingly before the commercial introduction of the subject rolling stock.

***

AHMAD NADEEM SIDDIQUI

Digitally signed by AHMAD NADEEM SIDDIQUI
Date: 2021.10.08 12:35:48 +05'30'

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/14 **New Delhi, Dated 23.06.2022**

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

Sub: Introduction of new type of rolling stock Broad Gauge Bogie Hopper wagon type **'BOBSNS' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-18076-S-02 Alt.3 up to maximum permissible speed of **65 kmph in Empty** condition and **60 kmph in Loaded** condition over Indian Railways, by Zonal Railways

Ref: (i) RDSO's letter no. MW/BOBS, dated 24.01.2022
(ii) CCRS office letter No. Q.12011/24/2021-22-T.W, dated 12.05.2022

While processing the above cited case for the sanction of the Railway Board for introduction of new type of rolling stock Broad Gauge Bogie Hopper wagon type **'BOBSNS' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-18076-S-02 Alt.3 up to maximum permissible speed of 65 kmph in Empty condition and 60kmph in Loaded condition over Indian Railways, by Zonal Railways, EDME(Freight), has suggested certain conditions to be deleted, which were recommended by CCRS, reproduced as under:

8. *Separate maintenance regime to be legislated for higher axle load route on IR.*
9. *Detailed guidelines for operations of higher axle load train over IR shall be issued covering all issues related to Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc.*
11. *Over IR routes, Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for the proposed wagon within 15 days of running of wagon.*
12. *Special attention and monitoring shall be done for the tracks in the section on IR network. First passenger train, following Goods train consisting of these wagons, shall be accompanied by the officials from Engineering or Operating Department for close monitoring.*
13. *Railway should adopt following measures to improve the reliability of wagons during operation:*
    a. *Elastomeric (EM) pads must be made MUST CHANGE items during Routine Overhaul (ROH).*
    b. *Brake Blocks must be made MUST CHANGE items during ROH.*

(9)

c. *During intensive examination, minimum thickness of brake block should be maintained 25 mm instead of presently prescribed 20 mm to reduce the detachment cases of wagons on account of worn-out brake-head cases.*

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

23.06.2022

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/14 **New Delhi, Dated 23.06.2022**

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Freight) Railway Board

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
Issued with Enclosure
हस्ताक्षर
Signature
जारी की तिथि
Date of issue

(10)

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–Q.12011/24/2021–22–रा.वि.

दिनांक–12.05.2022

सेवामें,

सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नईदिल्ली

[ध्यानार्थ:EDCE(G)]

विषय: Introduction of new type of rolling stock Broad Gauge Bogie Hopper wagon type **'BOBSNS' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-18076-S-02 Alt.3 up to maximum permissible speed of 65 kmph in Empty condition and 60kmph in Loaded condition on IR B.G. routes

संदर्भ: (i) DG/RDSO's letter No. MW/BOBS, Dated 24.01.2022
(ii) RDSO's Final Provisional Speed Certificate (PSC) no. MW/BOBS Dated 20.01.2022
(iii) This office's letter of even no. dated 22.02.2022
(iv) RDSO's letter No. MW/BOBS, Dated 28.02.2022

Vide reference (i); RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock upto a maximum speed of 65kmph in Empty condition and 60kmph in loaded condition over IR routes on the basis of RDSO's Provisional Speed Certificate mentioned under reference (ii). Vide reference (iii) [copy enclosed], RDSO was asked to furnish certain clarifications on the subject case. Clarifications on the issues were given by RDSO to this office vide reference (iv) [copy enclosed].

Statutory inspection of the subject rolling stock was carried out by CCRS on 10.05.2022 at Safdarjung Railway Station (DSJ)/ Northern Railway, New Delhi. Inspection report of the rolling stock is enclosed as **Annexure-1**

Based on the examination of documents/clarifications submitted by RDSO and inspection of the subject rolling stock, the case is being forwarded to Railway Board with the recommendation for the sanction of the Central Government for operation of Broad Gauge Bogie Hopper wagon type **'BOBSNS' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-18076-S-02 Alt.3 up to maximum permissible speed of **65 [SIXTY FIVE] kmph in Empty condition and 60 [SIXTY] kmph in Loaded condition** on IR B.G. routes with conditions mentioned in **Annexure-2.**

Observations from CCRS Inspection Report about 'Measures to be taken before introduction of Broad Gauge Bogie Hopper wagon type [Unique Transportation Code: BOBSNS]' are enclosed as **Annexure-3.** The compliance of the same should also be submitted to the Commission

Further, 'Measures for future improvement of the subject rolling stock' are attached as **Annexure-4.**

This is issued with the approval of Chief Commissioner of Railway Safety.

12/5/22
(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:
महानिदेशक (माल डिब्बा)
माल डिब्बा निदेशालय (एनेक्सी–1),
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानकनगर, लखनऊ–226011

[of CORS Office's Letter No. Q.12011/24/2021-Sf-II/3, Dated 12.05.2022 regarding BOBSNS]

Conditions to be ensured by the Railway for operation of Broad Gauge Bogie Hopper wagon type 'BOBSNS' [Maximum Axle Load: 22.9t] to RDSO's Drawing No. WD-18076-S-02 Alt.3 up to maximum permissible speed of 65kmph in Empty condition and 60kmph in Loaded condition on IR B.G. routes

1. Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) no. MW/BOBS Dated 20.01.2022. Remarks of the Railway against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
2. 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.
3. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
4. Railway should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
5. Adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track.
6. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.
7. No overdue in track/rolling stock maintenance shall be permitted.
8. Separate maintenance regime to be legislated for higher axle load route on IR.
9. Detailed guidelines for operations of higher axle load train over IR shall be issued covering all issues related to Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc.
10. Right powering of loaded trains running with 22.9t axle loaded wagons shall be ensured.
11. Over IR routes, Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for the proposed wagon within 15 days of running of wagon.
12. Special attention and monitoring shall be done for the tracks in the section on IR network. First passenger train, following Goods train consisting of these wagons, shall be accompanied by the officials from Engineering or Operating Department for close monitoring.
13. Railway should adopt following measures to improve the reliability of wagons during operation:
    a. Elastomeric (EM) pads must be made MUST CHANGE items during Routine Overhaul (ROH).
    b. Brake Blocks must be made MUST CHANGE items during ROH.
    c. During intensive examination, minimum thickness of brake block should be maintained 25 mm instead of presently prescribed 20 mm to reduce the detachment cases of wagons on account of worn-out brake-head cases.

***

A.Siddiqui

(12)

NORTH WESTERN RAILWAY

HQ Office, Jaipur

No.NWR/HQ/Mech./D&R/DEMU/1 Date 23.06.2022

Ex. Dir. Civil Engg.(G),
Railway Board,
New Delhi

Sub: Sanction for introduction of operation of Broad gauge Air Conditioned Chair Car (Self Generating) for BG 1400 HP HHP Diesel Electric Multiple Unit (DEMU) fitted with all coil springs in both primary and secondary suspension (Unique transportation Code : 'DWGSCZAC', maximum axle load 16.25t) manufactured by M/s ICF/Chennai to ICF layout Drawing no. WGSCZAC12-9-0-901. Alt. 'd' up to maximum operational speed of 105 kmph.

Ref: RDSO letter no. MC/RLC/D dt. 27.01.2016 & 25.05.2016

Reference above, RDSO has given sanction for operation of above mentioned rolling stock (AC DEMU-DWGSCZAC) up to a maximum speed of 105 kmph.

NW Railway is planning to induct operation of above stock in its territory.

Accordingly, it is requested to provide sanction of Railway Board, if any, for operating above rolling stock (AC DEMU-DWGSCZAC) over Zonal Railway.

SUBRATA NATH
Digitally signed by SUBRATA NATH
Date: 2022.06.23 17:28:26 +05'30'

(Subrata Nath)
Chief Technology Officer (Mech.)/NWR
Email: subrata.nath@nic.in

(13)

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

सं.- 2018/CEDO/SR/05 **New Delhi, Dated 26.09.2018**

The General Manager,
East Central Railway,
Hajipur.

विषय : Sanction for Introduction of operation of Broad gauge Air Conditioned Chair Car (Self Generating) for BG 1400 HP HHP Diesel Electric Multiple Unit (DEMU) fitted with all coil springs in both primary and secondary suspension (Unique Transportation Code : 'DWGSCZAC', Maximum axle load 16.25t) manufactured by M/s ICF/Chennai to ICF layout Drawing No. WGSCZAC12-9-0-901. Alt.'d' upto maximum operational speed of 100 kmph.

संदर्भ : E.C. Rly's letter no. ECR/ENG/HP AC & Non AC DEMU/552, dated 26.10.18.

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow, followed by compliance to CCRS's observation, vide Railway's letters dated 25.05.2018 & 26.07.2018 ; sanction of the Ministry of Railways, Railway Board is hereby communicated for operation of Broad gauge Air Conditioned Chair Car (Self Generating) for BG 1400 HP HHP Diesel Electric Multiple Unit (DEMU) fitted with all coil springs in both primary and secondary suspension (Unique Transportation Code: 'DWGSCZAC', Maximum axle load 16.25t) manufactured by M/s ICF/Chennai to ICF layout Drawing No. WGSCZAC12-9-0-901. Alt.'d' upto maximum operational speed of 100 kmph or sectional speed, whichever is less. This sanction is subject to terms and conditions as given in East Central Railway's Joint Safety Certificate No. 12A/2016, with Track Certificate, Bridge Certificate, RDSO's Final Speed Certificates No. MC/RLC/D, dated 27.01.2016 & its amendment *dated 25.05.2018* up to a maximum speed of 100 kmph *and other certificate accompanying with the application and further subjected to the restrictions/conditions as given in above Certificates of E.C. Railway* above referred letter with Board's comments as under :

(i) *Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.*

(ii) *Observance of all conditions laid down in RDSO's Final Speed Certificate No. MC/RLC/D dated 27.01.2016 followed by its Amendment No. 1 issued vide RDSO's letter no. MC/RLC/D, dated 25.05.2016 and Zonal Railways' Joint Safety Certificates & concomitant Track and Bridge Certificates enclosed with its application sent with CRS/EC letter no.1020/DEMU/17/120/H, dated 26.05.2017.*

(iii) *There is no infringement to any of the dimensions as per IRSOD, Revised 2004.*

Prem Sagar

(iv) *The occupancy of the coach shall strictly be 73 only. Additional passengers shall not be permitted due to limited air conditioning capacity.*

(v) *The handle provided for removing the gasket of emergency window shall not kept in glass box and be provided as done for alarm chain pulling handle. The glass breaking in emergency may take time.*

(vi) *Railway should progressively provide arrangement for passengers to come out through emergency window/passage without jumping from the height.*

(vii) *These coaches will run in 8-car train formation with air condition chair car i.e. 1DPC+2TC+2 air condition Chair car+2TC+1DPC according to Para 2 of amendment No. 3 dated 23.05.2018 to RDSO's speed certificate No. MC/RLC/D dated 11.01.2010.*

Prem Sagar

(प्रेम सागर गुप्ता)

कार्यकारी निदेशक/सिविल इंजी.(जी) /रेलवे बोर्ड

[Phone: 011-23383379, e-mail address: edceg@rb.railnet.gov.in]

सं.- 2018/CEDO/SR/05 **New Delhi, Dated 26.09.2018**

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. 16011/01/2016-17-T.W., dated 20.03.2018.
2. The General Managers, All Indian Railways (except ECR)
3. Director General / RDSO.
4. The Commissioner of Railway Safety, All Circles.
5. Executive Directors - Motive Power and Track-1, RDSO, Lucknow.

Prem Sagar

(प्रेम सागर गुप्ता)

कृते सचिव, रेलवे बोर्ड

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

आज़ादी का अमृत महोत्सव
Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/02 **New Delhi, dated 22.06.2022**

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

The General Manager,
All Indian Railways

Sub: Introduction of LHB Non-AC EOG Second Class Chair Car having pneumatic suspension (160 kN capacity air spring) at the secondary stage on FIAT Bogies to RDSO's Layout Drawing No. CSC-1841 [Unique Transportation Code: **LWSCZAA; Maximum Axle Load 16.25t]** upto a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref: (i) CCRS's letter No. Q.12011/19/2021-22&T.W. Dated 04.02.2022
(ii) RDSO's letter No. SV.FIAT(SC)/Sanction/LWSCZAA, Dated 16.12.2021
(iii) RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWSCZAA/130kmph, Dated 12.12.2021 and its Amendment no.1 Dated 18.01.2022

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of LHB Non-AC EOG Second Class Chair Car having pneumatic suspension (160 kN capacity air spring) at the secondary stage on FIAT Bogies to RDSO's Layout Drawing No. CSC-1841 [Unique Transportation Code: **LWSCZAA; Maximum Axle Load 16.25t]** upto a maximum speed of **130 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020, with the following stipulations:

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No. SV.FIAT(SC)/ LWSCZAA/130kmph, dated 12.12.2021 and its Amendment no. 1, dated 18.01.2022 for operation up to a maximum speed of **130kmph,** shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager 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. As per Para 6.1.2 of Revised Policy Circular-6 Dated 31.10.2018, trains will be introduced in the sections at the speeds as per provision of General Rules 1976–Rule 4.08 1(a).

iii. All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 kmph should be strictly complied.

iv. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.

v. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable.

vi. Track geometry shall be monitored by Track Recording Car (TRC), Oscillograph Car and OMS at laid down frequency.

Ministry of Railways
रेलवे बोर्ड Railway Board
Issued with
हस्ताक्षर Signature
जारी की तिथि Date of issue 23/06/22

22/06/22

vii. Zonal Railway shall interpret the results of runs of OMS, TRC and Oscillograph Car and ensure corrective & preventive action, as considered necessary.

viii. Railway shall ensure provision of sturdy fencing at vulnerable location on need basis.

ix. Dust and noise levels tentatively recommended by the Railway Board, vide its letter no. 2016/CEDO/SR/05 Dated 14-09-2018, shall be strictly followed. Railway should improve these levels in consultation with CPBC (Central Pollution Control Board) in a time bound manner. Railways shall also device mechanism to monitor and maintain these levels inside the coach.

x. All level crossing gates within the station limit should be manned and interlocked with station signals. All manned level crossing gates outside station limit should be interlocked depending on the classification of level crossing.

xi. All level crossings shall be manned with telecommunication facilities.

xii. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed

xiii. Where automatic signalling is not provided, means for verifying complete arrival of train by provision of block proving by Axle Counter (BPAC) is necessary on high density routes and for stations provided with central panel interlocking.

xiv. Brakes of the rolling stock shall be in good working order during the operation.

xv. Before starting the operation, the PCME of the concerned Railway shall arrange to certify the track worthiness and safety of the Rolling stock. Proper maintenance of the rolling stock shall be ensured.

xvi. The Wheel Slide Protection (WSP) device of all the coaches in the rake shall be functional at the starting station.

xvii. In case air spring gets deflated, the speed shall be limited to 60 kmph. Failure Indication cum Brake Application (FIBA) device shall be provided in pneumatic circuit of Air Spring and Air Brake.

xviii. Earthing in the coach body& all the panels shall be properly maintained.

22.06.22

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

New Delhi, dated 22.06.2022

No. 2022/CEDO/SR/02

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.12011/19/2021-22&T.W. Dated 04.02.2022
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards)Track-1, RDSO, Lucknow
5. Executive Director ME(Chg.), Railway Board

22.06.22

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

(17)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. **2020/CEDO/SR/23** New Delhi, dated 15.06.2022

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 new type of rolling stock B.G. Bogie open wagon type **'BOXNEL' (Maximum Axle Load:25t)** to RDSO's drawing No. WD-06083-S-01 Alt.1 or latest, upto a maximum permissible speed of (i) **85 kmph in empty** and **45 kmph in loaded** condition **over Indian Railway** B.G. routes to be identified by GM of Zonal Railways and notified by Railway Board and (ii) **85 kmph in Empty** condition and **75 kmph in Loaded** condition **over routes of Eastern Dedicated Freight Corridor** (EDFC) & (iii) **85 kmph in Empty** condition and **80 kmph in Loaded** condition **over routes of Western Dedicated Freight,** by DFCCIL

Ref : (i) RDSO letter no. MW/SPD/BG/BOXNEL, dated 16.8.2021, 24.09.2021 & 15.02.2022
(ii) RDSO First Revised Final Speed Certificate no. MW/SPD/BG/BOXNEL, dated 03.08.2021
(iii) CCRS letter no. Q.12011/09/2021-22-T.W, dated 25.12.2021
(iv) Railway Board letter No. 2020/CEDO/SR/23, dated 27.01.2021

With reference to RDSO above application,sent through the Chief Commissioner of Railway Saferty, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of new type of rolling stock B.G. Bogie open wagon type **'BOXNEL' (Maximum Axle Load:25t)** to RDSO's drawing No. WD-06083-S-01 Alt.1 or latest, upto a maximum permissible speed of (i) **85 kmph in empty** and **45 kmph in loaded** condition **over Indian Railway** B.G. routes to be identified by GM of Zonal Railways and notified by Railway Board and (ii) **85 kmph in Empty** condition and **75 kmph in Loaded** condition **over routes of Eastern Dedicated Freight Corridor** (EDFC) & (iii) **85 kmph in Empty** condition and **80 kmph in Loaded** condition **over routes of Western Dedicated Freight,** by DFCCIL,with the following stipulations as under:

i. *As the track of EDFC is mostly parallel to IR track, Concerned Zonal Railways shall finalize JPO with DFCCIL regarding immediate exchange of information in case of any kind of accident on their Railway line and actions to be taken thereafter. In this regard Board's letter No.No.2021/Safety(A&R)/19/39 dated 05.03.2022 may be connected for further necessary action.*

ii. Observance of all conditions laid down in RDSO's First Revised Final Speed Certificate No MW/SPD/BG/BOXNEL, dated 03.08.2021 for operation up to a maximum permissible

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speed of (i) **85 kmph in empty** and **45 kmph in loaded** condition **over Indian Railway** B.G. routes to be identified by GM of Zonal Railways and notified by Railway Board and (ii) **85 kmph in Empty** condition and **75 kmph in Loaded** condition **over routes of Eastern Dedicated Freight Corridor** (EDFC) & (iii) **85 kmph in Empty** condition and **80 kmph in Loaded** condition **over routes of Western Dedicated Freight,** by DFCCIL, 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.

iii. 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.

iv. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.

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

vi. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways/DFCCIL and incorporated in the working timetable so that all operating staff is aware of the instructions.

vii. For Indian Railways, **WILDS** need to be installed on priority and detachment / maintenance protocols on critical alarms as per JPO issued on WILD vide Railway Board's letter no. 2002/M(N)/960/1 Pt. dated 29/07/2008 or as amended from time to time by Board (M/T&RS, M/I, M/O&BD) to be followed. 25 ton axle load wagon can run on the notified routes on 60 kg 90 UTS rail at 45 kmph, only if WILD is installed and in working condition. Locations of wild shall be finalized jointly by PEDCE/P, EDME/Freight & ED/Coal and shall be conveyed to Zonal Railways by EDME/Freight/Railway Board.

viii. For Indian Railways, Compulsory weighment of every rake (*except consignment exempted from weighment*) along with action on overloaded wagons/rakes as per protocols of JPO issued on weigh bridges (2009) vide Railway Board's letter no. 2007/CE-II/TS/8 dated 02/04/2009 must be ensured. In all cases of un-weighed rakes, except for the exempt category rakes, the existing instruction of running at restricted speeds up to next EIMWB should be strictly followed and these should be part of WTT in case not already so on any Zone. Also, whenever overloading is detected, load adjustment should be compulsorily done and certified so by the station/yard in charge of the location where load adjustment has been done.

ix. 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.

x. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

xi. USFD testing shall be carried out at a frequency, one grade higher than the specified frequency in the USFD manual. On section with GMT more than 60, the existing stipulated frequency of once in one and a half month as per USFD Manual may be continued

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

xiii. Traction power supply being augmented to cater for additional load.

xiv. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

xv. Right powering of loaded trains running with 25t axle loaded wagons shall be ensured.

xvi. Rolling stock should not be mixed up with other stock having less axle load or speed potential.

15.06.22

xvii. Only wagons with twin-pipe brake system shall be permitted to run at 75 kmph in loaded condition. Air brake system of wagons with twin-pipe shall be in working order for operation at 75 kmph in loaded condition.

xviii. Before initiating the operation, Principal Chief Mechanical Engineer of adjoining Zonal Railways shall arrange to certify the track worthiness and safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured. GGM/Mechanical of the DFCCIL will get the track worthiness certified from the adjoining/concerned Zonal Railways.

xix. Infield instrumentation of rails to be done to determine actual in-service rail stresses under various limiting conditions.

xx. Installation of measuring wheel on the rolling stock to capture real time rail-wheel forces by running it periodically for working out critical forces and planning maintenance intervention, if required, to be done.

xxi. For Indian Railways, improvement to track structure, formation, bridges being accelerated in the nominated route.

xxii. For Indian Railways, GM of the Zonal railways shall identify the routes on which 25 ton axle load wagon can run, having 60 kg 90 UTS rail and other pre-requisite as mentioned above and in Railway Board's letter No. 2019/CE-II/TS/25t, Dated 01.09.2020. Fitness of bridges should also be checked for running at 45 kmph. **However, these routes will be notified by Railway Board on the recommendation of Zonal Railways.**

2. **This supersedes Railway Board's letter No. 2020/CEDO/SR/23, dated 27.01.2021 .**

15.06.22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. **2020/CEDO/SR/23** New Delhi, dated 15.06.2022

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.12011/09/2021-22- T.W., dated 25.12.2021
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. Executive Director ME(Fr), Railway Board

15.06.22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

17/06/22

(20)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2020/CEDO/SR/25 **New Delhi, Dated 10.06.2022**

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 Open wagon type **'BOXNS'** having Maximum Axle Load: **25t** to RDSO's drawing no. WD-14014-S-01 Alt.8 up to a maximum speed of (i)**100 kmph in Empty** and **Loaded** condition for *an interim period of two years* and **100 kmph in Empty** & **90 kmph in Loaded** condition afterwards over routes of **Western DFC** and (ii)**100kmph in empty** and **75 kmph in loaded** condition over routes of **Eastern DFC**, by DFCCIL

Ref: (i) RDSO's FSC No. MW/SPD/BG/BOXNS/DFC, dated 26.02.2020
(ii) RDSO's letter No. MW/SPD/BG/BOXNS/DFC, dated 24.02.2021 & 06.08.2021
(iii) CCRS office letter No.Q.12011/19/2020-21-T.W (Part) dated 06.09.2021
(iv) Railway Board's letter No. 2020/CEDO/SR/25 dated 27.09.2021

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Broad Gauge Bogie Open wagon type **'BOXNS'** having Maximum Axle Load: **25t** to RDSO's drawing no. WD-14014/S-01 Alt.8 upto a maximum speed of (i)**100kmph in Empty** and **Loaded** condition for *an interim period of two years* and **100 kmph in Empty** & **90 kmph in Loaded** condition afterwards over routes of **Western DFC** and (ii) up to **100kmph in empty** and **75kmph in loaded** condition over **Eastern DFC**, by DFCCIL, with the following stipulations:

i. Oscillation trials to be conducted over run down DFC track with worn wheel profile & instrumented measuring wheel within **a period of two years** from Board's sanction of subject rolling stock.

ii. EBD and Coupler Forces trials to be done as mandated under Para 2 & 3 of Annexure -2 of Policy Circular-6 dated 31.10.2018 and their report submitted to Commission **within a period of one year**.

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iii. Validity of BPC (Premium & CC type of rakes) of BOXNHL type of wagons shall be followed for BOXNS wagon also.

iv. 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 **on 60 kg 90 UTS rails** at 100 kmph or at any other speed considered appropriate by him on DFC tracks along with the mitigating measures laid down in the referred letter. The mitigation measures shall be ensured by DFCCIL.

v. **Zonal Railways and DFCCIL should issue JPO regarding immediate exchange of information** in case of any kind of accident on their Railway line and actions to be taken thereafter.

vi. Observance of all conditions laid down in RDSO's Final Speed Certificate No. MW/SPD/BG/BOXNS/DFC, Dated 26.02.2020. Remarks of the DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

vii. 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.

viii. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.

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

x. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working Timetable so that all operating staff is aware of the instructions.

xi. For running of BOXNS having axle load 22.82t and above, on track having rail of **strength less than 110 UTS,** the ***WILD shall mandatorily be provided*** before introduction of wagon at speed above 60 kmph. For speed up to 60kmph 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.

xii. Signaling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, para no. 7.8.9 shall be followed.

xiii. No overdue track/rolling stock maintenance shall be permitted.

xiv. Right powering of loaded trains running with 25t axle loaded wagons shall be ensured

xv. Rolling stock should not be mixed up with other stock having less axle load or speed potential.

xvi. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

10/06/22

xvi. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

xvii. **Before initiating the operation,** GGM (Mechanical) of the DFCCIL will get the track worthiness certified from the adjoining/concerned Zonal Railways. **Proper maintenance of the rolling stock shall also be ensured.**

xviii. Infield instrumentation of rails to be done to determine actual in-service rail stresses under various limiting conditions.

xix. Installation of measuring wheel on the rolling stock to capture real time rail-wheel forces by running it periodically for working out critical forces and planning maintenance intervention, if required, to be done.

xx. **For interoperability of BOXNS 25t axle load wagons over IR & DFC routes, BOXNS 25t shall operate over Indian Railway only with maximum speed up to 100 kmph in empty and 45kmph in loaded condition and after following the Railway Board's letter no. 2020/CEDO/SR/25 dated 27.09.2021.**

xxi. BOXNS shall operate over Indian Railway & DFCCIL with maximum length of **wheel flat restricted to 45 mm** and **condemning wheel dia. limited to 800mm** minimum.

10/06/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2020/CEDO/SR/25 **New Delhi, Dated 10.06.2022**

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.12011/19/2020-21-T.W (Part) dated 06.09.2021
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. Executive Director ME(Fr.), Railway Board

10/06/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

(23)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/12/BLLM/42'-DSDC **New Delhi, dated 10.06.2022**

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 **42' long Dwarf** containers (1930mm high and 2600mm width) in **single/double stack** in **empty** and **loaded condition**, on **22.0t axle load**, Broad Gauge Low Platform Bogie Container Flat wagon type **BLLM** (A-Car & B-Car) up to a **maximum speed of 65 kmph** over DSDC routes of IR, *by Zonal Railways* and routes of Eastern Dedicated Freight Corridor & Western Dedicated Freight Corridor of DFCs, *by DFCCIL*

Ref: (i) CCRS office's letter No. Q.12011/23/2021-22- T.W./BLLM, dated 04.05.2022
(ii) RDSO's letter No. MW/CONTR/ISO/BG/LONGER FLAT (BLLM/42), dated 24.03.2022
(iii) RDSO's Provisional Speed Certificate (PSC) no. MW/CONTR/ISO/BG/ LONGER FLAT (BLLM/42), dated 16.03.2022

With reference to RDSO's above application no. MW/CONTR/ISO/BG/LONGER FLAT (BLLM/42), dated 24.03.2022, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of **42' long Dwarf** containers (1930mm high and 2600mm width) in **single/double stack** in **empty** and **loaded condition**, on **22.0t axle load**, Broad Gauge Low Platform Bogie Container Flat wagon type **BLLM** (A-Car & B-Car) to RITES's Drawing No. 42-A-2020-S/01(Alt.02) for BLLM(Car-A) & 42-B-2020-S/01 (Alt.02) for BLLM(Car-B), up to maximum speed of **65 kmph** over DSDC *routes identified & approved by General Manager of respective zonal Railway*, following Policy Circular No. 6 & Revised Policy Instructions of Board issued vide letter no. 2019/CEDO/SR/07/O dated 11.05.2022 and *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 Provisional Speed Certificate (PSC) no. MW/CONTR/ISO/BG/ LONGER FLAT (BLLM/42), dated 16.03.2022 for operation up to maximum speed of 65 kmph, 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 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. Compliance of all conditions stipulated in Revised Policy instructions of Board for running Double Stack Dwarf containers (DSDC) issued vide letter no. 2019/CEDO/SR/07/0, dated 11.05.2022

10.06.22

iii. Restriction on movement of DSDC on BLLM wagon at any enroute station shall be incorporated in the Station Working Rule of that station and working timetable. In addition, Railways shall also ensure that such restrictions are effectively communicated to all concerned, before operation of DSDC train on the route.

iv. As stipulated in Railway Board letter no.2019/CEDO/SR/01/0 dated 11.05.2022, Chief Bridge Engineer of the Zonal Railway shall co-ordinate for seeking approval of General Manager for introduction of DSDC on BLLM Wagon over identified routes.

v. 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.

vi. Signaling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

vii. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways/DFCCIL and incorporated in the working timetable so that all operating staff is aware of the instructions.

viii. 100% weighment of loaded wagons 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. Brakes of the rolling stock shall be in good working order during the operation.

xi. Before initiating the operation, PCME of the concerned Zonal Railways shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured. GGM (Mechanical) of the DFCCIL will get the track worthiness certified from the adjoining/concerned Zonal Railways

xii. For Indian Railways, *General Manager of the Zonal Railways shall identify the routes for running of DSDC on BLLM (22.0t) wagon.* Before introduction of DSDC on any identified route on the Railway, availability of the Horizontal and Vertical clearances from fixed structure required as mentioned in RDSO Speed Certificate shall be ensured on the respective routes by General Manager.

10.06.22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. **2022/CEDO/SR/12/BLLM/42'-DSDC** **New Delhi, dated 10.06.2022**

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.12011/23/2021-22- T.W./BLLM, dated 04.05.2022
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. Executive Director ME(Fr), Railway Board

10.06.22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

(25)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/11/BLL/42'-DSDC

New Delhi, dated 09.06.2022

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 **42' long dwarf** containers (1930mm high and 2600mm width) in **single/double stack** in **empty and loaded** condition, on **20.32t** axle load, Broad Gauge Low Platform Bogie Container Flat wagon type **BLL** (A-Car & B-Car) up to a maximum speed of **65 kmph** over DSDC routes of IR *by Zonal Railways* and Eastern Dedicated Freight Corridor & Western Dedicated Freight Corridor of DFCs by DFCCIL

Ref: (i) RDSO's letter No. MW/CONTR/ISO/BG/LONGER FLAT (BLL/42), dated 23.12.2021
(ii) RDSO's Provisional Speed Certificate (PSC) no. MW/CONTR/ISO/BG/ LONGER FLAT (BLL/42), dated 18.12.2021 and its Amendment no. 1 and 2 dated 02.02.2022 and 22.02.2022 respectively
(iii) CCRS office's letter No. Q.12011/23/2021-22- T.W./BLL, dated 04.05.2022

With reference to RDSO above application no. MW/CONTR/ISO/BG/LONGER FLAT (BLL/42), dated 23.12.2021, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of **42' long Dwarf** containers (1930mm high and 2600mm width) in **single/double stack** in **empty** and **loaded condition**, on **20.32t axle load**, Broad Gauge Low Platform Bogie Container Flat wagon type **BLL** (A-Car & B-Car) to RITES's Drawing No. 42-A-2020-S/01(Alt.2) for BLL(Car-A) & 42-B-2020-S/01 (Alt.2) for BLL(Car-B), up to maximum speed of **65 kmph** *over DSDC routes identified & approved by General Manager of respective zonal Railway*, following Policy Circular No. 6 & Revised Policy Instructions of Board issued vide letter no. 2019/CEDO/SR/07/O dated 11.05.2022 and *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 Provisional Speed Certificate (PSC) no. MW/CONTR/ISO/BG/LONGER FLAT (BLL/42), dated 18.12.2021 and its Amendment no. 1 and 2 dated 02.02.2022 and 22.02.2022 respectively for operation up to maximum speed of 65 kmph, shall be ensured on the Railways while seeking the sanction of General Manager, for introduction of Rolling Stock on the Railway. All the document required for the sanction of General Manager 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. Compliance of all conditions stipulated in Revised Policy instructions of Board for running Double Stack Dwarf containers (DSDC) issued vide letter no. 2019/CEDO/SR/07/0 dated 11.05.2022

10/6/22

09/06/22

iii. Restriction on movement of DSDC on BLL wagon at any enroute station shall be incorporated in the Station Working Rule of that station and working timetable. In addition, Railways shall also ensure that such restrictions are effectively communicated to all concerned, before operation of DSDC train on the route.

iv. As stipulated in Railway Board letter no.2019/CEDO/SR/01/0 dated 11.05.2022; Chief Bridge Engineer of the Zonal Railway shall co-ordinate for seeking approval of General Manager for introduction of DSDC on BLL Wagon over identified routes.

v. 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.

vi. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

vii. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways/DFCCIL and incorporated in the working timetable so that all operating staff is aware of the instructions.

viii. 100% weighment of loaded wagons 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. Brakes of the rolling stock shall be in good working order during the operation.

xi. Before initiating the operation, PCME of the concerned Zonal Railways shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured. GGM (Mechanical) of the DFCCIL will get the track worthiness certified from the adjoining/concerned Zonal Railways

xii. For Indian Railways, *General Manager of the Zonal Railways shall identify the routes for running of DSDC on BLL(20.32t)wagon.* Before introduction of DSDC on any identified route on the Railway, availability of the Horizontal and Vertical clearances from fixed structure required as mentioned in RDSO's Speed Certificate shall be ensured on the respective routes by General Manager.

09.06.22

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-47598(Rly) : 011-23047598(MTNL)]
e-mail address :dceg@rb.railnet.gov.in

No. **2022/CEDO/SR/11/BLL/42'-DSDC** **New Delhi, dated 09.06.2022**

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.12011/23/2021-22- T.W./BLL, dated 04.05.2022
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. Executive Director ME(Fr), Railway Board

09.06.22

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

(27)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/IRSOD/HRIDC/O **New Delhi, dated 09.06.2022**

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

Sub: Standard Dimensions for Tunnels and Through Girder Bridges to suit Indian Railways sections for Double Stack Containers (2x9'6" height) with High Rise OHE

Ref : HRIDC letter No. HORC/Railway Board/2022/812, dated 18.05.202

Please find enclosed herewith application from Director(P&P), HRIDC, GGN, referrred above, requested to issue MMD & Fixed Structure Gauge for tunnel and through girder bridges, for facilitating design of the tunnel profile & through girder bridges to suit IRSOD provisions of Chapter-V-B and other structures Gauge are required by HRIDC

RDOS is requested to examine the issue and send Draft Addendum & Corrigendum to IRSOD for approval of Board, if necessary.

DA: as above

09.06.2022
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

c/c

Copy to ED(Track-1), RDSO, Lucknow, for information and necessary action please.

(2) 10/06/22

IR[illegible]59/20[illegible]/CEDO/SECTION

हरियाणा रेल इन्फ्रास्ट्रक्चर डेवलपमेंट कॉर्पोरेशन लिमिटेड
(हरियाणा सरकार और रेल मंत्रालय का संयुक्त उपक्रम)
Haryana Rail Infrastructure Development Corporation Ltd.
(A Joint Venture of Govt. of Haryana & Ministry of Railways)

No. HORC/Railway Board/2022/812 **18.05.2022**

Executive Director/CE (G)
Railway Board
Rail Bhawan
New Delhi-110001

Sub: Standard Dimensions for Tunnels and Through Girder Bridges to suit Indian Railways sections for Double Stack Containers with High Rise OHE.

Ref: i) HRIDC letter no. HORC/Railway Board/2022/721 dated 31.03.2022.
ii) RDSO letter no. CT/SD/Rev/BG.MG dated 28.02.2022.
iii) Railway Board letter No. 2022/CEDO/IRSOD/HRIDC/O dated 31.01.2022.
iv) HRIDC letter no. HRIDC/RLY/GGN/2021/604 dated 04.01.2022.

In continuation to this office letter under ref. (i), the following is also submitted for consideration:

1. Para 5.4 & para 5.4.21 of Chapter-5 (Basis of Design & Methodology) of the approved DPR for HORC Project reads as under:
"5.4 Standard of Construction:-
Minimum standard of construction for new railway line under JV model participative policy of Indian Railway vide Railway Board circular no. 2016/Infra/12/1 dt. 06.04.2018 shall be followed for the proposed railway infrastructure of Haryana Orbital Rail Corridor."

"5.4.21 Fixed Structure Clearance:-
Clearance of fixed structure is proposed to be adopted as per Indian Railway Standard Schedule of Dimension (with latest updation) for BG line."

2. Minimum standards for Track, Signalling, OHE etc. for Construction of new lines under JV model of India Railways participative policy circulated by Rly Board vide circular no. 2016/Infra/12/1 dated 06.04.2018 (copy enclosed) are being followed for the HORC project. Track center spacing and Fixed Structure Gauge for HORC project being executed under JV model will be as per IRSOD as per item at S.No. 1 and footnote-04 of Board's letter dated 06.04.2018.

27.5.22

3. Sanctioned HORC project is a new electrified double line to run double stack container traffic with high rise OHE and will have connectivity with Rewari-Dadri section of WDFC and Delhi-Mathura, Delhi-Rewari, Garhi-Farukhnagar, Delhi-Rohtak & Delhi-Ambala IR sections. IRSOD provisions of Chapter V-B- 25 kV AC Electric Traction with High Rise OHE are being followed in HORC for running of double stack container.

4. In order to facilitate the design of tunnel profile & through girder bridges to suit IRSOD provisions of Chapter-V-B, MMD &Fixed Structure Gauge arerequired by

(29)

2022/CEDO/IRSOD/HRIDC/O

1179859/2022/CEDO SECTION

हरियाणा रेल इन्फ्रास्ट्रक्चर डेवलपमेंट कॉर्पोरेशन लि.
(हरियाणा सरकार और रेल मंत्रालय का संयुक्त उपक्रम)
Haryana Rail Infrastructure Development Corporation Ltd.
(A Joint Venture of Govt. of Haryana & Ministry of Railways)

HRIDC. Board is requested to issue MMD & Fixed Structure Gauge for tunnel and through girder bridges.

18/5/2022

Narinder D. Chumber
Director (P&P)
HRIDC, Gurugram

Copy to: Executive Director Standard/Track-I, RDSO, Lucknow-226011, for information and necessary action with reference to letter under reference (i) above.

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/13 **New Delhi, Dated 07.06.2022**

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

The General Manager,
All Indian Railways

Sub: Introduction of LHB EOG AC Pantry Cum Dining Car of Deccan Queen fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies to ICF's Layout Drawing No. LWCBDAC-9-0-001 alt.'a' **[Unique Transportation Code: LWCBACDQ]** up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref: (i) RDSO's letter no. SV.FIAT (SC)/Sanction/LWCBACDQ, dated 22.04.2022 & 23.05.2022
(ii) RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWCBACDQ/160kmph, dated 22.04.2022
(iii) CCRS's office letter No. Q.12011/04/2022-23-T.W, dated 12.05.2022

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of LHB EOG AC Pantry Cum Dining Car of Deccan Queen fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies to ICF's Layout Drawing No. LWCBDAC-9-0-001 alt.'a' **[Unique Transportation Code: LWCBACDQ]** up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020, with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWCBACDQ/160kmph, dated 22.04.2022 for operation up to a maximum speed of 160 kmph shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager 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. All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 kmph should be strictly complied.

09/06/22

07-06-22

iii. **For speed beyond 110 & up to 130 kmph**, Railway shall ensure provision of sturdy fencing at vulnerable locations to prevent accidents related to trespassing. Zonal Railways should also plan subways at suitable locations to avoid trespass and ensure effectiveness of fencing provided. ***For speed beyond 130 kmph and up to 160 kmph,*** *Railway shall ensure provision of sturdy fencing all along the track to prevent accidents related to trespassing.*

iv. Regular greasing of all the curves in the section shall be ensured.

v. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.

vi. Maximum speed of coach shall be restricted to speeds proposed therein or the maximum permissible speed of the section whichever is less.

vii. Zonal Railway shall interpret the results of runs of OMS, TRC and Oscillograph Car and ensure corrective & preventive action, as considered necessary.

viii. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable.

ix. Multi Aspect Colour Light Signalling (MACLS) with two Distant Signals or Automatic Signalling shall be provided. If two Distant Signals are provided, the Distant (outer most) signal shall be located at a distance of not less than 2 km in rear of the home signal. The inner Distant Signal (existing Distant Signals) can be retained at its present distance in rear of the existing home signal. This shall also be applicable to the IBS and the interlocked level crossing gates located in the block sections.

x. Where Automatic Signalling is not provided, means for verifying complete arrival of train by provision of Block Proving by Axle Counter (BPAC) is necessary on high density routes and for stations provided with central panel interlocking.

xi. Suitable and reliable communication shall be provided in the locomotive and guards van for communication between loco pilot, guard and adjacent station master.

xii. Brakes of the rolling stock shall be in good working order during the operation.

xiii. LWCBACDQ coach shall be maintained as per "Maintenance manual for LHB Coaches".

xiv. In case of enroute breakage of primary coil spring action as per instructions contained in RDSO's letter no. SV.FIAT Spring dt. 08.11.18 shall be taken.

xv. Earthing in the coach body & all the panels shall always be properly maintained.

xvi. As stipulated in Railway Board's letter no. 97/M(C)/137/1 Volume-VI, dated 09.06.2004 and RDSO's Report no.CT-20 Rev.2 duly approved by Railway Board's letter no. 2014/CE-II/TK/HS Dated 09.12.2014, the following maintenance facilities are required to be developed by Railways for operation at 160 kmph:

a. Well lighted all weather covered area for under gear examination and maintenance of sub-assemblies.
b. Boundary wall for safety and security of the rake and the facilities.
c. Automatic washing plant at entry point.

07.06.22

d. Wheel profile measurement and re-profiling system.
e. In-situ wheel changing facility.
f. Automated and instrumented maintenance system in lieu of existing system based on visual inspection.
g. A separate bay with capacity for lifting and change of complete bogie platform for attention to roof mounted AC equipments.

xvii. Seats in dining area can be made more comfortable and relaxing for passengers.

xviii. The time of display for location of activated sensor in Fire Detection & Suppression System Control Unit is few seconds only. This may be enhanced so that staff can easily locate the place of fire.

xix. Stretches of existing weak formations (where permanent/temporary speed restriction is imposed), if any, shall be planned to be rehabilitated/strengthen first before permitting higher speed.

In addition of above, following stipulation shall be applicable for operation of LWCBACDO coach beyond 130 kmph.

xx. Supervisors/officers shall not undertake push trolley inspection and working of rail dolly on the face of 160 kmph trains. Suitable guidelines shall be issued by the Railway in this regard.

xxi. For running of train above 130 kmph, Zonal Railways shall ensure public announcements and demarcation through a yellow line on the platforms of run through lines, to alert passengers standing on such platforms.

xxii. Electrical operation of points and means for locking both switches, means for lock detection and independent switch detection by the respective signals shall be ensured. The interlocking between signal and points shall be by electrical or electronic means (PI/RRI/SSI).

xxiii. Provision of Train Protection warning system (TPWS) shall be ensured on the route for operation at 160 kmph.

07.06.22

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-47598(Rly) : 011-23047598(MTNL)]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/13 **New Delhi, Dated 07.06.2022**

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.12011/04/2022-23-T.W, dated 12.05.2022
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. Executive Director ME (Chg.), Railway Board

07.06.22

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/13(2) **New Delhi, Dated 07.06.2022**

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

Sub: Future Improvement of LHB EOG AC Pantry Cum Dining Car of Deccan Queen fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies to ICF's Layout Drawing No. LWCBDAC-9-0-001 alt.'a' **[Unique Transportation Code: LWCBACDQ]**

Ref: (i) Railway Bd's letter No. 2022/CEDO/SR/13, dated 07.06.2022
(ii)RDSO's letter no. SV.FIAT (SC)/Sanction/LWCBACDQ, dated 22.04.2022 & 23.05.2022
(iii) RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWCBACDQ/160kmph, dated 22.04.2022
(iv) CCRS's office letter No. Q.12011/04/2022-23-T.W, dated 12.05.2022

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of LHB EOG AC Pantry Cum Dining Car of Deccan Queen fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies to ICF's Layout Drawing No. LWCBDAC-9-0-001 alt.'a' **[Unique Transportation Code: LWCBACDQ]** up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020 vide Railway Board's letter under reference (i) above. CCRS, while recommending for introduction of this Rolling Stock to Railway Board has suggested ***following measures for future improvement of the Wagon*** :

i. In recent fire incidents, it has been observed that CCTV Control Unit and Fire Detection & Suppression System Control Unit were also gutted in fire. It is suggested that CCTV Control Unit and Fire Detection & Suppression System Control Unit may be relocated suitably so that data is retrieved for analysis of fire and other incidents.
ii. Mobile charging points provided in dining area may be suitably relocated for passenger's convenience.
iii. Heat detectors should be provided in lavatory and handwash area.

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-47598(Rly) : 011-23047598(MTNL)]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/13 **New Delhi, Dated 07.06.2022**

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.12011/04/2022-23-T.W, dated 12.05.2022
2. Executive Director (Standards) Motive Power, RDSO, Lucknow
3. Executive Director (Standards) Track-I, RDSO, Lucknow
4. Executive Director ME (Chg.), Railway Board

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

09/06/22

(34)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/17/WMDU-65 New Delhi, Dated 07.06.2022

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

Sub: Introduction of **Muck Disposal Unit, Model WMDU-65** supplied by M/s Ovis Equipment Private Ltd., Hyderabad to manufacturer's General Arrangement Drawing No. 453 20 00 00Rev.1 **[Max. Axle Load: 22.5t]** upto maximum speed of 65 kmph when running in train formation over Indian Railways routes *by Zonal Railways* and Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCCIL (DFCs) by DFCCIL

Ref: (i) RDSO's letter no. TM/HM/11/54/MDU-OEPL, dated 28.02.2022
(ii) CCRS office letter No. Q.12011/29/2021-22-T.W, dated 03.06.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of Muck Disposal Unit, Model WMDU-65 supplied by M/s Ovis Equipment Private Ltd., Hyderabad to manufacturer's General Arrangement Drawing No. 453 20 00 00Rev.1 **[Max. Axle Load: 22.5t]** up to maximum speed of 65 kmph when running in train formation over Indian Railways routes *by Zonal Railways* and Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCCIL (DFCs) by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

i. Many of the under gear items of machine like bogie & its components, CTRB, brake system, EM pad, adapter etc are standard items of wagon. These items are to be procured only from RDSO approved sources after inspection by RDSO.
ii. All the under gear items which are same as that fitted in wagons must be sent to a Wagon workshop for maintenance during IOH & POH schedule of the machine.
iii. Schedule of Maintenance of under gear items common to wagon to be done at Track machine Depot must be drawn in consultation with a Wagon workshop/OEM.
iv. Maintenance staff engaged in under gear examination & maintenance must be trained in a Wagon Workshop to ensure trouble free service of the machine.
v. Track machine operators must also be properly trained in the operation of MDU before issue of "Competency Certificate" and record of training imparted to them be kept.
vi. 25 kVA 'Danger Sign Board' was found available on both sides of the machine. It must be made of retro reflective material.

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

O/C
ISSUE PLS
8.6.2022

09/06/22

07.06.2022

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/17/WMDU-65 New Delhi, Dated 07.06.2022

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDTk(M&Mc) Railway Board

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

(36)

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
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पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–Q.12011/29/2021–22–त.वि.

दिनांक–03.06.2022

सेवा में,
सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषय: Introduction of Muck Disposal Unit, Model WMDU-65 supplied by M/s Ovis Equipment Private Ltd., Hyderabad to manufacturer's General Arrangement Drawing No. 453 20 00 00 Rev.1 **[Max. Axle Load: 22.5t]** upto maximum speed of 65 kmph when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL

संदर्भ: (i) DG/RDSO's letter No. TM/HM/11/54/MDU-OEPL, dated 28.02.2022
(ii) RDSO's Provisional Speed Certificate no. TM/HM/11/54/MDU-OEPL, dated 22.12.2021 and its Amendment no. 1 dated 22.04.2022
(iii) This office's letter no. Q.12011/29/2020-21-T.W. dated 06.04.2021
(iv) RDSO's letter no. TM/HM/11/54/MDU-OEPL, dated 25.04.2022

Vide reference (i), RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock upto a maximum speed of 65 kmph when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL on the basis of RDSO's Provisional Speed Certificate mentioned under reference (ii). Vide reference (iii) [copy enclosed], RDSO was asked to furnish certain clarifications on the subject case. Clarifications on the issues were given by RDSO to this office vide reference (iv) [copy enclosed].

Statutory inspection of the subject rolling stock was carried out by CCRS on 29.05.2022 at Zonal Track Maintenance Depot, Cavalry Barracks, Hyderabad Division. Inspection report of the rolling stock is enclosed as **Annexure-1.**

Based on the examination of documents/clarifications submitted by RDSO and inspection of the subject rolling stock, the case is being forwarded to Railway Board with the recommendation for the sanction of the Central Government for operation of Muck Disposal Unit, Model WMDU-65 supplied by M/s Ovis Equipment Private Ltd., Hyderabad to manufacturer's General Arrangement Drawing No. 453 20 00 00 Rev.1 [Max. Axle Load: 22.5t] upto maximum speed of **65 [SIXTY FIVE] kmph when running in train formation over Indian Railways and over routes of Eastern & Western Dedicated Freight Corridors of DFCCIL** with conditions mentioned in **Annexure-2.**

Observations from CCRS Inspection Report about 'Measures to be taken before introduction of Muck Disposal Unit, Model WMDU-65 are enclosed as **Annexure-3.** The compliance of the same should also be submitted to the Commission

Further, 'Measures for future improvement of the subject rolling stock' are attached as **Annexure-4.**

This is issued with the approval of Chief Commissioner of Railway Safety.

Anjidsiqui
3/6/2022
(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:
महानिदेशक (ट्रैक मशीन)
ट्रैक मशीन निदेशालय
अनुसंधान, अभिकल्प एवं मानक संगठन,

[of CCRS Office's Letter No. Q 12011/29/2021-22-II/Pt, Dated 03.06.2022]

Measures to be taken before introduction of Muck Disposal Unit, Model WMDU-65

Statutory inspection of the rolling stock by the CCRS was carried out on 29/05/2022 at Zonal Track Maintenance Depot, Cavalry Barracks, Hyderabad Division. Para 2 of CCRS Inspection Report which suggests the measures for improvement of inspected rolling stock is reproduced below for taking necessary action for their implementation:

a. Many of the under gear items of machine like bogie & its components, CTRB, brake system, EM pad, adapter etc are standard items of wagon. These items are to be procured only from RDSO approved sources after inspection by RDSO.

b. All the under gear items which are same as that fitted in wagons must be sent to a Wagon workshop for maintenance during IOH & POH schedule of the machine.

c. Schedule of Maintenance of under gear items common to wagon to be done at Track machine Depot must be drawn in consultation with a Wagon workshop/OEM.

d. Maintenance staff engaged in under gear examination & maintenance must be trained in a Wagon Workshop to ensure trouble free service of the machine.

e. Track machine operators must also be properly trained in the operation of MDU before issue of "Competency Certificate" and record of training imparted to them be kept.

f. 25 kVA 'Danger Sign Board' was found available on both sides of the machine. It must be made of retro reflective material.

***

A Siddiqui
3/6/2022

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/15/Cube/BLC

New Delhi, Dated 03.06.2022

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

Sub: Introduction of **Non-ISO Gati Shakti (Cube) containers** on **20.32t axle load**, Broad Gauge Bogie Container Flat wagon type **BLC (A-Car & B-Car)** for operation up to a maximum speed of **100 kmph in single stack in empty and loaded condition** over **Indian Railway** B.G. routes and routes of Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCCIL (DFCs) by DFCCIL

Ref: (i) RDSO's letter no. MW/CONTR/ISO/BG/FLAT, dated 25.01.2022
(ii) CCRS office letter No. Q.12011/26/2021-22-T.W/BLC, dated 01.06.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of **Non-ISO Gati Shakti (Cube) containers** on **20.32t axle load**, Broad Gauge Bogie Container Flat wagon type **BLC (A-Car & B-Car)** for operation up to a maximum speed of **100 kmph in single stack in empty and loaded condition** over **Indian Railway** B.G. routes and routes of Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCCIL (DFCs) by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

ii. As condonation of infringement for operation of Single stack Non-ISO Gati Shakti (Cube) containers on BLC/BLCM wagon has now been sanctioned by Railway Board, Para 3.6.3 & 3.6.4 of Speed Certificate no. MW/CONTAINER (BLC/Cube) dated 25.01.2022 may be suitably modified before introduction of the subject rolling stock

iii. Para 3.4.1 of the Speed certificate seems to be redundant and may be reviewed

iv. Drawing nos. WD-22005-S-01 (For A-Car) and WD-22005-S-02 (For B-Car) shall be revised indicating weight of the frame on which cube containers are to be placed.

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

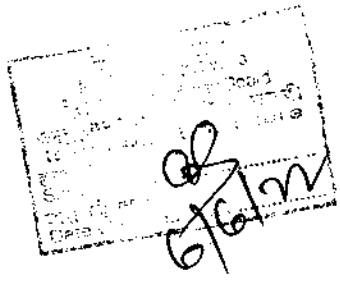
03/06/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/15/Cube/BLC **New Delhi, Dated 03.06.2022**

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Freight) Railway Board



(40)

1174084/2022/CEDO SECTION

2022/CEDO/SD/RS/Cube/BLC

फोन/Ph.: 0522-2233087, 2233108 (P&T)
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फैक्स/Fax-0522-2233095, 2233087
E-mail: chiefcom@rediffmail.com

नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–Q.12011/26/2021–22–त.वि./BLC

दिनांक–01.06.2022

सेवा में,

सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ: EDCE(G)]

विषय: Introduction of **Non-ISO Gati Shakti (Cube) containers** on **20.32t axle load**, Broad Gauge Bogie Container Flat wagon type **BLC (A-Car & B-Car)** for operation up to a maximum speed of **100 kmph in single stack in empty and loaded condition** over **Indian Railway** B.G. routes and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes**

संदर्भ: (i) DG/RDSO's letter No. MW/Container/ISO/BG/FLAT, Dated 25.01.2022
(ii) RDSO's Final Speed Certificate (FSC) no. MW/CONTAINER (BLC/Cube) dated 25.01.2022
(iii) This office's letter no. Q.12011/27/2021-22-T.W. dated 21.02.2022
(iv) RDSO's letter no. MW/Container, Dated 30.03.2022
(v) Railway Board's letter no. 2022/CEDO/SD/RS/05, dated 19.05.2022

Vide reference (i), RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock up to a maximum speed of **100 kmph in single stack in empty and loaded condition** over **Indian Railway** B.G. routes and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes** on the basis of RDSO's Final Speed Certificate mentioned under reference (ii).

Vide reference (iii); clarifications regarding subject case were sought by this office from RDSO. RDSO, vide reference (iv) furnished clarifications on the observations **without attaching the Board's condonation of infringement of the proposed stock which was received vide ref.(v).**

Case has been examined by this office and is found to be in order. Accordingly, the same is being forwarded to Railway Board for necessary action with the recommendation for the sanction of the Central Government for operation of **Non-ISO Gati Shakti (Cube) containers** on **20.32t axle load**, Broad Gauge Bogie Container Flat wagon type **BLC (A-Car & B-Car)** for operation up to a maximum speed of **100 [ONE HUNDRED] Kmph in single stack in empty and loaded condition** over **Indian Railway** B.G. routes and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes** with conditions mentioned in **Annexure.**

This is issued with the approval of Chief Commissioner of Railway Safety.

A Siddiqui
1/6/2022
(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:
महानिदेशक (माल डिब्बा)
माल डिब्बा निदेशालय (एनेक्सी–1),
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानक नगर, लखनऊ–226011

[of CCRS Office's Letter No. Q12011/26/2021-22-ग.वि., dated 01.06.2022]

Conditions to be ensured by the Railway for operation of Non-ISO Gati Shakti (Cube) containe on 20.32t axle load, Broad Gauge Bogie Container Flat wagon type BLC (A-Car & B-Car) for operation up to a maximum speed of 100 kmph in single stack in empty and loaded condition over Indian Railway B.G. routes and Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes

i. Railway shall ensure that loading in each Non-ISO Gati Shakti (Cube) container is done up to specified payload of 2.5t only.

ii. As condonation of infringement for operation of Single stack Non-ISO Gati Shakti (Cube) containers on BLC/BLCM wagon has now been sanctioned by Railway Board, Para 3.6.3 & 3.6.4 of Speed Certificate no. MW/CONTAINER (BLC/Cube) dated 25.01.2022 may be suitably modified before introduction of the subject rolling stock

iii. Para 3.4.1 of the Speed certificate seems to be redundant and may be reviewed

iv. Drawing nos. WD-22005-S-01 (For A-Car) and WD-22005-S-02 (For B-Car) shall be revised indicating weight of the frame on which cube containers are to be placed.

v. Observance of all conditions laid down in Final Speed Certificate (FSC) no. MW/CONTAINER (BLC/Cube) dated 25.01.2022. Remarks of the Railway/DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

vi. 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.

vii. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

viii. 100% weighment of loaded wagons 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.

***

A Siddiqui
1/6/2022

(42)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/16/Cube/BLCM **New Delhi, Dated 03.06.2022**

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

Sub: Introduction of **Non-ISO Gati Shakti (Cube) containers** on **22t axle load**, Broad Gauge Bogie Container Flat wagon type **BLCM (A-Car & B-Car)** for operation up to a maximum speed of **100 kmph in single stack in empty and loaded condition** over **Indian Railway** B.G. routes and Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCCIL (DFCs) by DFCCIL

Ref: (i) RDSO's letter no. MW/CONTR/ISO/BG/FLAT, dated 25.01.2022
(ii) CCRS office letter No. Q.12011/27/2021-22-T.W/BLCM, dated 01.06.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of **Non-ISO Gati Shakti (Cube) containers** on **22t axle load**, Broad Gauge Bogie Container Flat wagon type **BLCM (A-Car & B-Car)** for operation up to a maximum speed of **100 kmph in single stack in empty and loaded condition** over **Indian Railway** B.G. routes and Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCCIL (DFCs) by DFCCIL, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

ii. As condonation of infringement for operation of Single stack Non-ISO Gati Shakti (Cube) containers on BLC/BLCM wagon has now been sanctioned by Railway Board, Para 3.6.3 & 3.6.4 of Speed Certificate no. MW/CONTAINER (BLCM/Cube) dated 25.01.2022 may be suitably modified before introduction of the subject rolling stock.
iii. Para 3.4.1 of the Speed certificate seems to be redundant and may be reviewed.
iv. Drawing nos. WD-22005-S-01 (For A-Car) and WD-22005-S-02 (For B-Car) shall be revised indicating weight of the frame on which cube containers are to be placed.

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

08/06/22

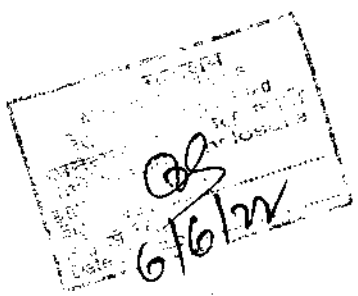
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

(43)

No. 2022/CEDO/SR/16/Cube/BLCM **New Delhi, Dated 03.06.2022**

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Freight) Railway Board



2022/CEDO/SR/116 Cube/BLCM

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233085, 2233087
E-mail : chiefcom@rediffmail.com

नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ–226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–Q.12011/27/2021–22–त.वि/BLCM

दिनांक–01.06.2022

सेवा में,

सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ EDCE(G)]

विषय: **Introduction of Non-ISO Gati Shakti (Cube) containers on 22t axle load, Broad Gauge Bogie Container Flat wagon type BLCM (A-Car & B-Car) for operation up to a maximum speed of 100 kmph in single stack in empty and loaded condition over Indian Railway B.G. routes and Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes**

संदर्भ: (i) DG/RDSO's letter No. MW/Container/ISO/BG/FLAT, Dated 25.01.2022
(ii) RDSO's Final Speed Certificate (FSC) no. MW/CONTAINER (BLCM/Cube) dated 25.01.2022
(iii) This office's letter no. Q.12011/27/2021-22-T.W. dated 21.02.2022
(iv) RDSO's letter no. MW/Container, Dated 30.03.2022
(v) Railway Board's letter no. 2022/CEDO/SD/RS/05, dated 19.05.2022

Vide reference (i), RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock up to a maximum speed of **100 kmph in single stack in empty and loaded condition** over **Indian Railway** B.G. routes and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes** on the basis of RDSO's Final Speed Certificate mentioned under reference (ii).

Vide reference (iii); clarifications regarding subject case were sought by this office from RDSO. RDSO, vide reference (iv) furnished clarifications on the observations **without attaching the Board's condonation of infringement of the proposed stock which was received vide ref(v).**

Case has been examined by this office and is found to be in order. Accordingly, the same is being forwarded to Railway Board for necessary action with the recommendation for the sanction of the Central Government for operation of **Non-ISO Gati Shakti (Cube) containers on 22t axle load,** Broad Gauge Bogie Container Flat wagon type **BLCM (A-Car & B-Car)** for operation up to a maximum speed of **100 [ONE HUNDRED] kmph in single stack in empty and loaded condition** over **Indian Railway** B.G. routes and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes** with conditions mentioned in **Annexure.**

This is issued with the approval of Chief Commissioner of Railway Safety.

A Siddiqui
1/6/2022
(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:
महानिदेशक (माल डिब्बा)
माल डिब्बा निदेशालय (एनेक्सी–1),
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानक नगर, लखनऊ–226011

[of CCRS Office's Letter No. [illegible], dated [illegible]]

Conditions to be ensured by the Railway for operation of Non-ISO Gati Shakti (Cube) containers on 22t axle load, Broad Gauge Bogie Container Flat wagon type BLCM (A-Car & B-Car) for operation up to a maximum speed of 100 kmph in single stack in empty and loaded condition over Indian Railway B.G. routes and Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes

i. Railway shall ensure that loading in each Non-ISO Gati Shakti (Cube) container is done up to specified payload of 2.5t only.

ii. As condonation of infringement for operation of Single stack Non-ISO Gati Shakti (Cube) containers on BLC/BLCM wagon has now been sanctioned by Railway Board, Para 3.6.3 & 3.6.4 of Speed Certificate no. MW/CONTAINER (BLCM/Cube) dated 25.01.2022 may be suitably modified before introduction of the subject rolling stock.

iii. Para 3.4.1 of the Speed certificate seems to be redundant and may be reviewed.

iv. Drawing nos. WD-22005-S-01 (For A-Car) and WD-22005-S-02 (For B-Car) shall be revised indicating weight of the frame on which cube containers are to be placed.

v. Observance of all conditions laid down in Final Speed Certificate (FSC) no. MW/CONTAINER (BLCM/Cube) dated 25.01.2022. Remarks of the Railway/DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

vi. 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.

vii. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

viii. 100% weighment of loaded wagons 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.

A Siddiqui
1/6/2022

(46)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2020/CEDO/SR/16E **New Delhi, dated 03.06.2022**

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

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Pragati Maidan,
Metro Station Building Complex,
New Delhi - 110001

Sub : Introduction of Broad Gauge Bogie covered wagon type **'BCNAHSM1' [Maximum Axle Load:22.82t]** to RDSO's Drawing No. WD-05084-S-04 Alt.8 at maximum speed up to 100 kmph in empty and 80 kmph in loaded condition over routes of Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCCIL (DFCs) by DFCCIL

Ref : (i) RDSO's letter No. MW/SPD/BG/BCNAHSM1, dated 03.12.2021
(ii) RDSO's Final Speed Certificate (FSC) No. MW/SPD/BG/BCNAHSM1 dated 02.09.2021 and its Amendment no. 1 & 2 dated 26.11.2021 & 16.03.2022 respectively
(iii) CCRS office's letter No. Q.13011/09/2011- T.W. dated 31.03.2022

With reference to RDSO above application no. MW/SPD/BG/BCNAHSM1, dated 03.12.2021; sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Broad Gauge Bogie covered wagon type **'BCNAHSM1' [Maximum Axle Load:22.82t]** to RDSO's Drawing No. WD-05084-S-04 Alt.8, up to a maximum speed **100 kmph in empty** and **80 kmph in loaded** condition over routes of **Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor** (WDFC) of DFCs, *by DFCCIL* with the following stipulations as under:

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No. MW/SPD/BG/BCNAHSM1 Dated 02.09.2021 and its Amendment no. 1 & 2 dated 26.11.2021 & 16.03.2022 respectively. Remarks of the DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

03/06/22

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. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.

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

v. Adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track.

vi. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

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

viii. Right powering of loaded trains running with CC+8+2t axle loaded wagons shall be ensured.

ix. Only wagons with twin-pipe brake system shall be permitted to run at 75 Kmph and above. Air brake system of wagons with twin-pipe shall be in working order for operation at 75 Kmph and above.

x. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

xi. Before initiating the operation, Principal Chief Mechanical Engineer of adjoining Zonal Railways shall arrange to certify the track worthiness and safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured. GGM/Mechanical of the DFCCIL will get the track worthiness certified from the adjoining/concerned Zonal Railways.

02/6/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2020/CEDO/SR/16E **New Delhi, dated 03.06.2022**

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.13011/09/2011-T.W. dated 31.03.2022
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. Executive Director ME(Fr), Railway Board

03/6/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

06/6/22

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2020/CEDO/SR/22 **New Delhi, Dated 03.06.2022**

The Director General,
RDSO, Manak Nagar,
Lucknow-226011.

The General Manager,
All Indian Railways

Managing Director,
DFCCIL, 5th Floor, Pragati Maidan, Metro Station Building Complex, New Delhi – 110001.

Sub: Introduction of BG Bogie Open Wagon type **'BOYEL' [Maximum Axle Load: 25t]** to RDSO's Drawing No. WD-06084-S-01 Alt.2, up to maximum speed of (i) **85 kmph in Empty** condition and **45 kmph in Loaded** condition over **IR** B.G. routes to be identified by GM of Zonal Railways and notified by Railway Board and (ii) **85 kmph in Empty** condition and **75 kmph in Loaded** condition over routes of **Eastern Dedicated Freight Corridor (EDFC)** & (iii) **85 kmph in Empty** condition and **80 kmph in Loaded** condition over routes of **Western Dedicated Freight Corridor (WDFC)** of DFCCIL (DFCs) by DFCCIL

Ref: (i) RDSO's letter No. MW/SPD/BG/BOYEL, dated 09.08.2021, 24.09.2021 & 18.02.2022
(ii) RDSO's First Revised Final Speed Certificate No. MW/SPD/BG/BOYEL, dated 29.07.2021
(iii)CCRS office's letter No. Q.12011/05/2021-22- T.W., dated 25.12.2021
(iv) Railway Board letter No. 2020/CEDO/SR/22, dated 27.01.2021

With reference to RDSO above application No. MW/SPD/BG/BOYEL, dated 09.08.2021, 24.09.2021 & 18.02.2022; sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of BG Bogie Open Wagon type **'BOYEL' [Maximum Axle Load: 25t]** to RDSO's Drawing No. WD-06084-S-01 Alt.2 or latest, up to maximum speed of (i) **85 kmph in Empty condition and 45 kmph in Loaded** condition **over IR B.G.** routes to be identified by GM of Zonal Railways and notified by Railway Board and (ii) up to maximum speed of **85 kmph in Empty** condition and **75 kmph in Loaded** condition over routes of **Eastern Dedicated Freight Corridor** (EDFC) & (iii) up to maximum speed of **85 kmph in Empty** condition and **80 kmph in Loaded** condition over routes of **Western Dedicated Freight Corridor** (WDFC) of DFCCIL (DFCs) by DFCCIL with the following stipulations as under:

A.

i. As the track of EDFC is mostly parallel to IR track, Concerned Zonal Railways shall finalize JPO with DFCCIL regarding immediate exchange of information in case of any kind of accident on their Railway line and actions to be taken thereafter. *In this regard Board's letter No.No.2021/Safety(A&R)/19/39 dated 05.03.2022 may be connected for further necessary action.*

03/06/22

ii. Observance of all conditions laid down in RDSO's First Revised Final Speed Certificate No MW/SPD/BG/BOYEL, Dated 29.07.2021. Remarks of the Railway/DFCCIL against each para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

iii. 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.

iv. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.

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

vi. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways/DFCCIL and incorporated in the working timetable so that all operating staff is aware of the instructions.

vii. **For Indian Railways, WILDS** need to be installed on priority and detachment / maintenance protocols on critical alarms as per JPO issued on WILD vide Railway Board's letter no. 2002/M(N)/960/1 Pt. dated 29/07/2008 or as amended from time to time by Board (M/T&RS, M/I, M/O&BD) to be followed. *25 ton axle load wagon can run on the notified routes on 60 kg 90 UTS rail at 45 kmph, only if WILD is installed and in working condition.* Locations of wild shall be finalized jointly by PEDCE/P, EDME/Freight & ED/Coal and shall be conveyed to Zonal Railways by EDME/Freight/Railway Board.

viii. **For Indian Railways,** Compulsory weighment of every rake (*except consignment exempted from weighment*) along with action on overloaded wagons/rakes as per protocols of JPO issued on weigh bridges (2009) vide Railway Board's letter no. 2007/CE-II/TS/8 dated 02/04/2009 must be ensured. In all cases of un-weighed rakes, except for the exempt category rakes, the existing instruction of running at restricted speeds up to next EIMWB should be strictly followed and these should be part of WTT in case not already so on any Zone. Also, whenever overloading is detected, load adjustment should be compulsorily done and certified so by the station/yard in charge of the location where load adjustment has been done.

ix. **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.

x. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

xi. USFD testing shall be carried out at a frequency, one grade higher than the specified frequency in the USFD manual. On section with GMT more than 60, the existing stipulated frequency of once in one and a half month as per USFD Manual may be continued

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

xiii. Traction power supply being augmented to cater for additional load.

xiv. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

xv. Right powering of loaded trains running with 25t axle loaded wagons shall be ensured.

02/06/22

xvi. Rolling stock should not be mixed up with other stock having less axle load or speed potential.

xvii. Only wagons with twin-pipe brake system shall be permitted to run at 75 kmph in loaded condition. Air brake system of wagons with twin-pipe shall be in working order for operation at 75 kmph in loaded condition.

xviii. Before initiating the operation, Principal Chief Mechanical Engineer of adjoining Zonal Railways shall arrange to certify the track worthiness and safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured. GGM/Mechanical of the DFCCIL will get the track worthiness certified from the adjoining/concerned Zonal Railways.

xix. Infield instrumentation of rails to be done to determine actual in-service rail stresses under various limiting conditions.

xx. Installation of measuring wheel on the rolling stock to capture real time rail-wheel forces by running it periodically for working out critical forces and planning maintenance intervention, if required, to be done.

xxi. **For Indian Railways**, improvement to track structure, formation, bridges being accelerated in the nominated route.

xxii. **For Indian Railways**, GM of the Zonal railways shall identify the routes on which 25 ton axle load wagon can run, having 60 kg 90 UTS rail and other pre-requisite as mentioned above and in Railway Board's letter No. 2019/CE-II/TS/25t, Dated 01.09.2020. Fitness of bridges should also be checked for running at 45 kmph. **However, these routes will be notified by Railway Board on the recommendation of Zonal Railways.**

B. This supersedes Railway Board's letter No. 2020/CEDO/SR/22, dated 27.01.2021.

03/06/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

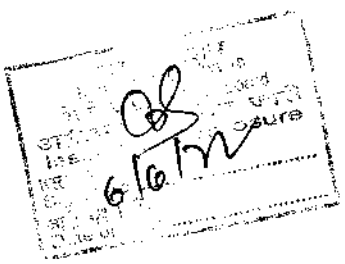
No. 2020/CEDO/SR/22 **New Delhi, Dated 03.06.2022**

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.12011/05/2021-22- T.W., dated 25.12.2021
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. Executive Director ME(Fr), Railway Board

03/06/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड



(51)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2019/CEDO/SR/07/O **New Delhi, dated 27.05.2022**

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

The General Manager,
All Indian Railways

Sub:- Approval for introduction of Double Stack Dwarf Container (DSDC) on existing BG Low Platform Bogie Container Flat Wagon type **BLC(20.32t)/BLCM(22t)** over *DSDC routes identified & approved by General Managers*

Ref:- (i) Railway Board Policy letter No. 2019/CEDO/SR/07/O, dated 11.05.2022
(ii) Railway Board letter No. 2018/CEDO/SD/RS/03, dated 25.05.2018
(iii) RDSO's Final Speed Certificate (FSC) Nos. MW/Container, dated 11.11.2021 and amendment No.1, dated 02.02.2022 **(for BLCM)**
(iv) RDSO's Final Speed Certificate (FSC) Nos. MW/Container, dated 11.11.2021 and amendment No.1, dated 02.02.2022 **(for BLC)**
(v) RDSO's letter No. MW/Container, dated 11.11.21 **(for BLC)**
(vi) RDSO's letter No. MW/Container, dated 11.11.21 **(for BLCM)**
(vii) CCRS's letter No. Q12011/15/2021-22-t.w., dated 04.02.2022 **(for BLCM)**
(viii) CCRS's letter No. Q12011/15/2021-22-t.w., dated 25.12.2021 **(for BLC)**

With reference to RDSO above applications sent through Chief Commissioner of Railway safety, Lucknow; approval of the Ministry of Railways, Railway Board is hereby communicated for introduction of **(i)** '***20.32t** axle load Double Stack Dwarf Container (DSDC) on existing BG Low Platform Bogie Container Flat Wagon type **BLC***' up to a **maximum speed of 75 kmph** as per RDSO's Final Speed Certificate (FSC) Nos. MW/Container, dated 11.11.2021 and its amendment No.1, dated 02.02.2022 *and* **(ii)** '***22t** axle load Double Stack Dwarf Container (DSDC) on existing BG Low Platform Bogie Container Flat Wagon type **BLCM***' up to a **maximum speed of 100 kmph** as per RDSO's Final Speed Certificate (FSC) Nos. MW/Container, dated 11.11.2021 and amendment No.1, dated 02.02.2022 ***over DSDC routes identified & approved by General Managers*** of respective Zonal Railways, following Policy Circular No. 6 and Revised Policy instructions of Board for running Double Stack Dwarf containers (DSDC) issued vide letter no. 2019/CEDO/SR/07/0 dated 11.05.2022, subject to the stipulations as under:

i. Compliance of all conditions stipulated in RDSO's Final Speed Certificate Nos. MW/Container, dated 11.11.2021 & its amendment No.1, dated 02.02.2022 **for BLCM (22t)** and **BLC(20.32 t)** wagons and Revised Policy instructions of Board for running Double Stack Dwarf containers (DSDC) issued vide letter no. 2019/CEDO/SR/07/0 dated 11.05.2022

27/5/22

ii. Restriction on movement of DSDC on BLC/BLCM wagon at any enroute station shall be incorporated in the Station Working Rule of that station and working timetable. In addition, Railways shall also ensure that such restrictions are effectively communicated to all concerned, before operation of DSDC train on the route.

iii. The sanction of condonation of infringements of DSDC on BLC (A car & B car) and BLCM (A car & B car) wagons, issued for Jamnagar- Chawapail section vide Railway Board letter No. 2018/CEDO/SD/RS/03, dated 25.05.2018, shall be applicable for all *routes identified & approved by General Managers* of respective Zonal Railways for running DSDC on BLC (A car & B car) and BLCM (A car & B car) wagons.

iv. As stipulated in Railway Board letter no.2019/CEDO/SR/01/0 dated 11.05.2022, Chief Bridge Engineer of the Zonal Railway shall co-ordinate for seeking approval of General Manager for introduction of DSDC on BLC/BLCM Wagon over above routes.

v. Only wagons with twin-pipe brake system shall be permitted to run beyond 75 kmph in loaded condition. Air brake system of wagons with twin-pipe shall be in working order for operation beyond 75 kmph in loaded condition.

vi. *General Manager of the Zonal Railways shall identify the routes for running of DSDC* on **BLC(20.32t) /BLCM(22t)** wagons. Before introduction of DCDC on any identified route on the Railway, availability of the Horizontal and Vertical clearances from fixed structure required as mentioned in RDSO Final speed certificate shall be ensured on the respective routes by General Manager.

27.05.2022

(गौरव)

निदेशक सिविल इंजीनियरिंग)जी(/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No.-011-23047598]

e-mail address :dceg@rb.railnet.gov.in

No. 2019/CEDO/SR/07/O **New Delhi, dated 27.05.2022**

Copy forwarded for information to :

1 The Chief Commissioner of Railway Safety, Office compound of DRM/NER,Ashok Marg, Lucknow
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power
4. Executive Director Standards/Track, RDSO, Lucknow
5. EDME (Freight), Railway Board

27.05.2022

(गौरव)

निदेशक सिविल इंजीनियरिंग)जी(/रेलवे बोर्ड

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आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/07 **New Delhi, Dated 20.05.2022**

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

The General Manager,
All Indian Railways

Sub: Introduction of LHB Non-AC Coach second class cum luggage and brake van with compartment for divyangjan passenger fitted with pneumatic suspension (160 kN capacity air spring) at the secondary stage on FIAT Bogies [Unique Transportation Code: **LSLRDAA; Maximum Axle Load 16.25t]** to RDSO's Layout Drawing No. CSC-1844 up to a maximum speed of **130kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref: (i) CCRS's letter No. Q.12011/22/2021-22&T.W., Dated 17.02.2022
(ii) RDSO's letter No. SV.FIAT(SC)/Sanction/ LSLRDAA, Dated 28.12.2021
(iii) RDSO's Final Speed Certificate (FSC) No.SV.FIAT(SC)/LSLRDAA/ 130kmph, Dated 22.12.2021 and its Amendment No. 1 Dated 04.02.2022

With reference to RDSO above application no. SV.FIAT(SC)/Sanction/LSLRDAA, dated 28.12.2021, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of LHB Non-AC Coach second class cum luggage and brake van with compartment for divyangjan passenger fitted with pneumatic suspension (160 kN capacity air spring) at the secondary stage on FIAT Bogies [Unique Transportation Code: **LSLRDAA; Maximum Axle Load 16.25t]** to RDSO's Layout Drawing No. CSC-1844 upto a maximum speed of **130kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020, with the following stipulations:

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No. SV.FIAT(SC)/LSLRDAA/130kmph, Dated 22.12.2021 and its Amendment No. 1 Dated 04.02.2022 for operation up to a maximum speed of **130kmph,** shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway All the documents required for the sanction of General Manager 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. As per Para 6.1.2 of Revised Policy Circular-6 Dated 31.10.2018, trains will be introduced in the sections at the speeds as per provision of General Rules 1976–Rule 4.08 1(a).

iii. All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 kmph should be strictly complied.

iv. Zonal Railways shall certify the adequacy of existing bridges for permitted rolling stock based on physical condition of the bridges by keeping them under observations considered necessary by the Chief Bridge Engineer of the Railway.

v. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.

vi. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable.

20/5/22

vii. Track geometry shall be monitored by Track Recording Car (TRC), Oscillograph Car and OMS at laid down frequency.

viii. Zonal Railway shall interpret the results of runs of OMS, TRC and Oscillograph Car and ensure corrective & preventive action, as considered necessary.

ix. Railway shall ensure provision of sturdy fencing at vulnerable location on need basis.

x. Dust and noise levels tentatively recommended by the Railway Board, vide its letter no.2016/CEDO/SR/05 Dated 14-09-2018, shall be strictly followed. Railway should improve these levels in consultation with CPBC (Central Pollution Control Board) in a time bound manner. Railways shall also device mechanism to monitor and maintain these levels inside the coach.

xi. All level crossing gates within the station limit should be manned and interlocked with station signals. All manned level crossing gates outside station limit should be interlocked depending on the classification of level crossing.

xii. All level crossings shall be manned with telecommunication facilities.

xiii. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

xiv. Where automatic signalling is not provided, means for verifying complete arrival of train by provision of block proving by Axle Counter (BPAC) is necessary on high density routes and for stations provided with central panel interlocking.

xv. Railway should ensure that load in the coach does not exceed its designed pay load.

xvi. Brakes of the rolling stock shall be in good working order during the operation.

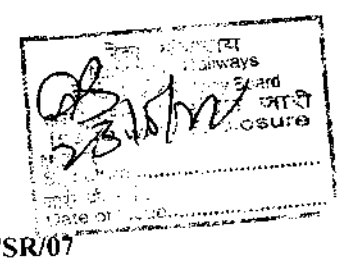
xvii. Before starting the operation, the PCME of the concerned Railway shall arrange to certify the track worthiness and safety of the Rolling stock. Proper maintenance of the rolling stock shall be ensured.

xviii. The Wheel Slide Protection (WSP) device of all the coaches in the rake shall be functional at the starting station.

xix. In case air spring gets deflated, the speed shall be limited to 60 kmph. Failure Indication cum Brake Application (FIBA) device shall be provided in pneumatic circuit of Air Spring and Air Brake.

xx. Earthing in the coach body& all the panels shall be properly maintained.

xxi. The rolling stock shall be maintained as per "Maintenance Manual of Non-AC LHB design coaches".



(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/07 **New Delhi, Dated 20.05.2022**

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.12011/22/2021-22-T.W., Dated 17.02.22
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Track-I), RDSO, Lucknow
5. Executive Director ME(Chg.), Railway Board

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

(55)

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

आज़ादी का अमृत महोत्सव

Azadi Ka Amrit Mahotsav

No: 2022/CEDO/SD/RS/05 New Delhi, dated 19.05.2022

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

Sub: Condonation of infringement for operation of single stack Non-ISO Gati Shakti Cube containers (2730mm high, 2600mm wide and 2000mm long) in empty and loaded condition on Broad Gauge Low Platform Bogie Container Flat wagon type **BLC/BLCM/BLCS/BLL/BLLM** (Car- A & B) over Indian Railway, by *Zonal Railways* and over routes of DFCs by *DFCCIL*

Ref: (i) RDSO's letter no. CT/CONTR/BG/MG. Dated 20.01.2022
(ii) CCRS office letter No. Q.14011/16/2021-22-TW, Dated 22.03.2022
(iii) RDSO's letter no. MW/Container, Dated 25.03.2022

With reference to RDSO above applications {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement w.r.t Chapter IV(A) of *IRSOD(BG)-2004* and Chapter-IV of *EDFC &* Chapter XI *of WDFC-SOD* by **Maximum side height (3841mm to 3889 mm),wheel diameter (840mm), Minimum height for floor (934mm loaded & 1009mm empty)** and **Minimum height for buffers & CBC (770mm loaded & 845mm empty)**, as per RDSO Drawing No. WD-22005-S-01 & Drawing No. WD-22005-S-02 for BLC/BLCM (A-Car) & (B-Car) respectively, RDSO Drawing No. WD-22005-S-03 & Drawing No. WD-22005-S-04 for BLCS (A-Car) & (B-Car) respectively and RDSO Drawing No. WD-22005-S-05 & Drawing No. WD-22005-S-06 for BLL/BLLM (A-Car) & (B-Car) respectively Detail of infringements w.r.t. Chapter-IV(A) IRSOD-2004 and Chapter-IV & XI of DFC-SOD as shown in details enclosed with above mentioned application; reproduced as under:

I) **IRSOD Chapter IV (A)**

(A) ***Clause 2(ii)*** *-Minimum diameter on the tread of new carriage or wagon wheel, measured at 63.5 mm from wheel gauge face,* by 74 mm (840mm instead of 914mm).

(B) ***Clause* 11** *-Minimum height above rail level for floor of fully loaded goods vehicle.* by 211mm in loaded & 136mm in empty condition (934mm/1009mm in loaded/empty condition instead of 1145mm).

23/5/22

19/05/22

(C) ***Clause* 14** -*Minimum height above rail level for centres of buffers & CBC couplers when fully loaded,* by 260 mm in loaded & 185mm in empty condition (770mm/845mm in loaded/empty condition instead of 1030mm).

(D) ***Clause* 30** – Maximum height above rail level at sides of unloaded vehicles, by 48mm at the beginning of slope line to zero mm at distance of 1300mm and 1152mm respectively from the centre of the wagon (3841mm to 3889 mm instead of 3735mm).

II) **EDFC-SOD Chapter IV**

***Clause* 4.3.3** -*Minimum height above rail level for centres of buffers & CBC couplers when fully loaded,* by 260 mm in loaded & 185mm in empty condition (770mm/845mm in loaded/empty condition instead of 1030mm).

III) **WDFC-SOD Chapter XI**

Clause 11.3.3 -*Minimum height above rail level for centres of buffers & CBC couplers when fully loaded,* by 260 mm in loaded & 185mm in empty condition (770mm/845mm in loaded/empty condition instead of 1030mm).

2. Further, above sanction of condonation is subject to the following stipulations:

i. Locations with restricted height overhead structures shall be identified by the Zonal Railway. Zonal Railway MUST ensure the removal of any infringement before starting operation of Non-ISO Gati Shakti (Cube) containers in single stack on BLC/BLCM/BLCS/BLL/BLLM (Car- A & B) wagons in electrified territory.

ii. All the necessary conditions related to infringements and various clearances to be ensured and precautions to be taken during operation by the Railways shall form part of the RDSO speed certificate, whenever issued.

19/5/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SD/RS/05 **New Delhi, dated 19.05.2022**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement No. Q.14011/16/2021-22-TW, dated 22.03.2022
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-I), RDSO, Manak Nagar,Lucknow
4. EDME(Fr.)/Railway Board, New Delhi

19/5/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

1166810

(57)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/14 **New Delhi, Dated 18.05.2022**

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

Sub: Introduction of new type of rolling stock Broad Gauge Bogie Hopper wagon type **'BOBSNS' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-18076-S-02 Alt.3 up to maximum permissible speed of **65 kmph in Empty** condition and **60 kmph in Loaded** condition over Indian Railways, by Zonal Railways

Ref: (i) RDSO's letter no. MW/BOBS, dated 24.01.2022
(ii) CCRS office letter No. Q.12011/24/2021-22-T.W, dated 12.05.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of new type of rolling stock Broad Gauge Bogie Hopper wagon type **'BOBSNS' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-18076-S-02 Alt.3 up to maximum permissible speed of 65 kmph in Empty condition and 60kmph in Loaded condition over Indian Railways, by Zonal Railways, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

1. Marking indicating the height upto which a particular ore is to be loaded is done only on the outside of both the end walls of the wagon [Photograph no. 6]. As it is not possible to check from outside whether the loading has been done up to the height corresponding to the ore being loaded, similar marking should also be done inside the wagon.
2. Suitable ladder/steps should also be provided on both the end walls for the staff to physically verify and ensure that no overloading is done.

RDSO is requested to examine the issues involved and submit comments at the earliest.

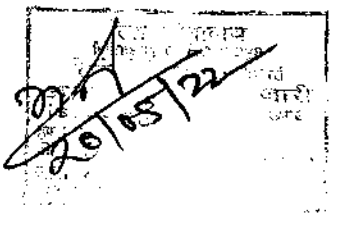
DA: as above.

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/14 **New Delhi, Dated 18.05.2022**

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Freight) Railway Board



d/c

(58)

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–Q.12011/24/2021–22–त.वि.

दिनांक–12.05.2022

सेवामें,

सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नईदिल्ली

[ध्यानार्थ:EDCE(G)]

विषय: Introduction of new type of rolling stock Broad Gauge Bogie Hopper wagon type **'BOBSNS' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-18076-S-02 Alt.3 up to maximum permissible speed of 65 kmph in Empty condition and 60kmph in Loaded condition on IR B.G. routes

संदर्भ: (i) DG/RDSO's letter No. MW/BOBS, Dated 24.01.2022
(ii) RDSO's Final Provisional Speed Certificate (PSC) no. MW/BOBS Dated 20.01.2022
(iii) This office's letter of even no. dated 22.02.2022
(iv) RDSO's letter No. MW/BOBS, Dated 28.02.2022

Vide reference (I); RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock upto a maximum speed of 65kmph in Empty condition and 60kmph in loaded condition over IR routes on the basis of RDSO's Provisional Speed Certificate mentioned under reference (ii). Vide reference (iii) [copy enclosed], RDSO was asked to furnish certain clarifications on the subject case. Clarifications on the issues were given by RDSO to this office vide reference (iv) [copy enclosed].

Statutory inspection of the subject rolling stock was carried out by CCRS on 10.05.2022 at Safdarjung Railway Station (DSJ)/ Northern Railway, New Delhi. Inspection report of the rolling stock is enclosed as **Annexure-1**

Based on the examination of documents/clarifications submitted by RDSO and inspection of the subject rolling stock, the case is being forwarded to Railway Board with the recommendation for the sanction of the Central Government for operation of Broad Gauge Bogie Hopper wagon type **'BOBSNS' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-18076-S-02 Alt.3 up to maximum permissible speed of **65 [SIXTY FIVE] kmph in Empty condition and 60 [SIXTY] kmph in Loaded condition** on IR B.G. routes with conditions mentioned in **Annexure-2.**

Observations from CCRS Inspection Report about 'Measures to be taken before introduction of Broad Gauge Bogie Hopper wagon type [Unique Transportation Code: BOBSNS]' are enclosed as **Annexure-3.** The compliance of the same should also be submitted to the Commission

Further, 'Measures for future improvement of the subject rolling stock' are attached as **Annexure-4.**

This is issued with the approval of Chief Commissioner of Railway Safety.

12/5/2022
(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:
महानिदेशक (माल डिब्बा)
माल डिब्बा निदेशालय (एनेक्सी–1),
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानकनगर, लखनऊ–226011

(of CCRS Office's Letter No. Q/2011/M/2021-22-(R), Dated 12.05.2022 regarding BOBSNS)

Conditions to be ensured by the Railway for operation of Broad Gauge Bogie Hopper wagon type 'BOBSNS' [Maximum Axle Load: 22.9t] to RDSO's Drawing No. WD-18076-S-02 Alt.3 up to maximum permissible speed of 65kmph in Empty condition and 60kmph in Loaded condition on IR B.G. routes

1. Observance of all conditions laid down in RDSO's Provisional Speed Certificate (PSC) no. MW/BOBS Dated 20.01.2022. Remarks of the Railway against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
2. 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.
3. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.
4. Railway should ensure installation of way side lubricators as per provision of IR P. Way manual in a time bound manner.
5. Adequate number of WILD and 'Weigh Bridges' shall be progressively installed and their working closely monitored. 100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track.
6. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.
7. No overdue in track/rolling stock maintenance shall be permitted.
8. Separate maintenance regime to be legislated for higher axle load route on IR.
9. Detailed guidelines for operations of higher axle load train over IR shall be issued covering all issues related to Track, Bridges, Signal, OHE, Rolling Stock & Operating System etc.
10. Right powering of loaded trains running with 22.9t axle loaded wagons shall be ensured.
11. Over IR routes, Lateral and Vertical accelerations at the maximum sanctioned speed in Loaded condition in first and last wagon shall be measured & recorded by the Railways for a period of at least one week duration and submit the report to the Commission for the proposed wagon within 15 days of running of wagon.
12. Special attention and monitoring shall be done for the tracks in the section on IR network. First passenger train, following Goods train consisting of these wagons, shall be accompanied by the officials from Engineering or Operating Department for close monitoring.
13. Railway should adopt following measures to improve the reliability of wagons during operation:
    a. Elastomeric (EM) pads must be made MUST CHANGE items during Routine Overhaul (ROH).
    b. Brake Blocks must be made MUST CHANGE items during ROH.
    c. During intensive examination, minimum thickness of brake block should be maintained 25 mm instead of presently prescribed 20 mm to reduce the detachment cases of wagons on account of worn-out brake-head cases.

***

A Siddiqui

[of CCRS Office's Letter No. Q12011/24/2021-22-IT(3), Dated 12.05.2022 regarding BOBSNS]

Measures to be taken before introduction of Broad Gauge Bogie Hopper wagon type [Unique Transportation Code: BOBSNS]

Statutory inspection of the rolling stock by the CCRS was carried out on 10.05.2022 at Delhi Safdarjung Station, Northern Railway. Para 2 of CCRS Inspection Report which suggests the measures for improvement of inspected rolling stock is reproduced below for taking necessary action for their implementation:

1. Marking indicating the height upto which a particular ore is to be loaded is done only on the outside of both the end walls of the wagon [Photograph no. 6]. As it is not possible to check from outside whether the loading has been done upto the height corresponding to the ore being loaded, similar marking should also be done inside the wagon.
2. Suitable ladder/steps should also be provided on both the end walls for the staff to physically verify and ensure that no overloading is done.

***

An Siddiqui

[of CCRS Office's Letter No. Q12011/24/2021-22-ITR, Dated 12.05.2022 regarding BOBSNS]

Measures for future improvement of Broad Gauge Bogie Hopper wagon type [Unique Transportation Code: BOBSNS]

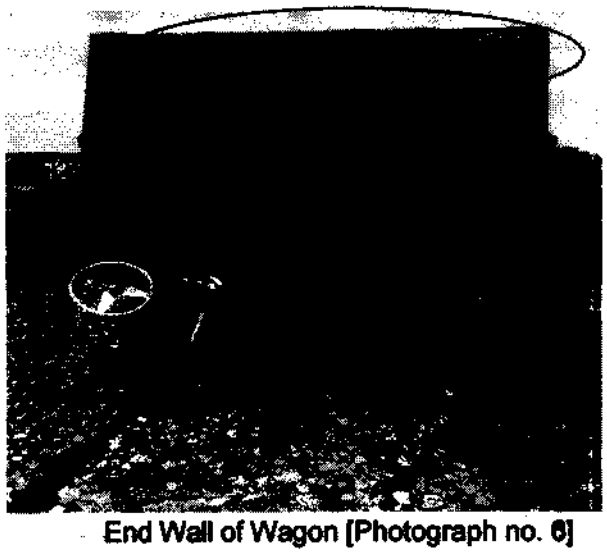
Statutory inspection of the rolling stock by the CCRS was carried out on 10.05.2022 at Delhi Safdarjung Station, Northern Railway. Para 3 of CCRS Inspection Report which suggests the measures for future improvement of the coach is reproduced below for taking necessary action for their implementation:

1. The present design of locking arrangement for door operating handle has a provision of horizontal locking pin which may get disengaged during movement of train. The same should be modified by replacing horizontal locking pin with the vertical one.
2. BOBSNS wagon is proposed to be operated at a speed of 65/60 kmph in E/L condition based on above mentioned PSC. In order to realize its full speed potential Oscillation Trials over IR & DFC routes may be planned at the earliest.
3. Wagon No. (75072010011) allotted by Railway Board indicates that the prototype was manufactured in 2020, whereas its actual build date is 01.06.2021. In order to avoid such discrepancy in future during prototype manufacturing Railway Board may allot wagon no. only after manufacture of the prototype
4. RDSO should explore possibility of designing wagons with 6 axles to decrease the axle load with same loading capacity. This will enable to operate wagons at higher speeds thus increasing the throughput.

***

Anbiddiqui

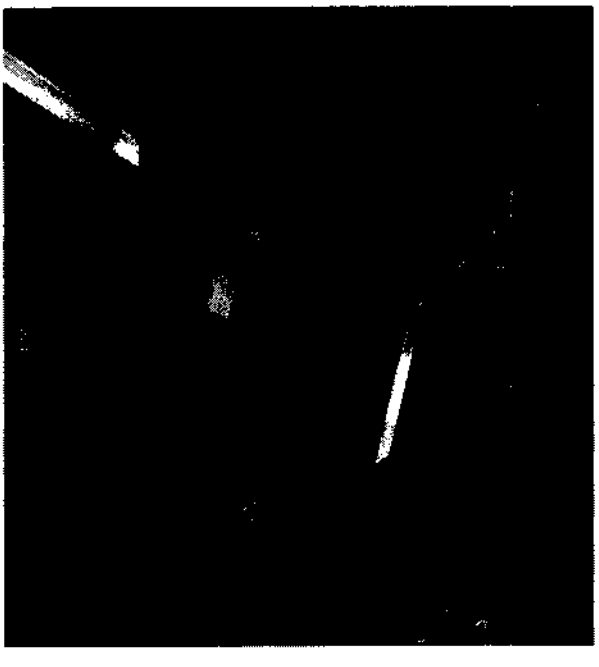
Annexure-II [Page 2 of 2]



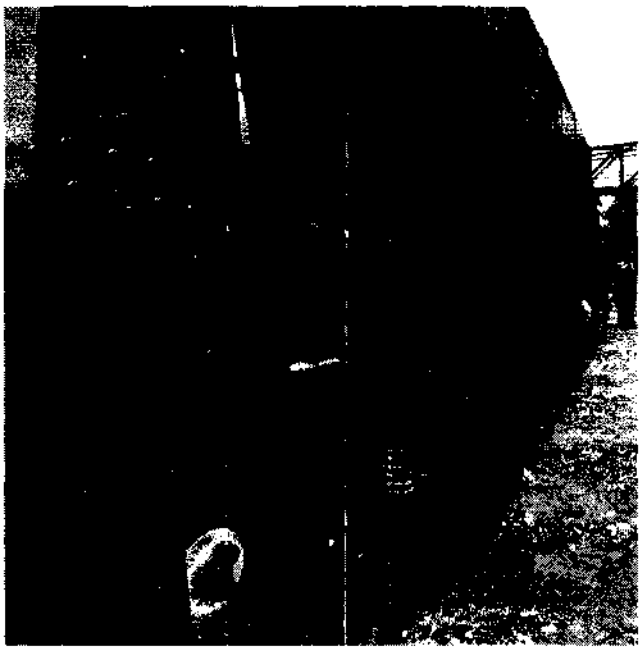
End Wall of Wagon [Photograph no. 6]



Top View of Wagon



Underframe



Locking arrangement

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/13 **New Delhi, Dated 18.05.2022**

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

Sub: Introduction of LHB EOG AC Pantry Cum Dining Car of Deccan Queen fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies to ICF's Layout Drawing No. LWCBDAC-9-0-001 alt.'a' **[Unique Transportation Code: LWCBACDQ]** up to a maximum speed of **160 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref: (i) RDSO's letter no. SV.FIAT (SC)/Sanction/LWCBACDQ, dated 26.04.2022
(ii) CCRS office letter No. Q.12011/04/2022-23-T.W, dated 12.05.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of LHB EOG AC Pantry Cum Dining Car of Deccan Queen fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies to ICF's Layout Drawing No. LWCBDAC-9-0-001 alt.'a' **[Unique Transportation Code: LWCBACDQ]** up to a maximum speed of **160 kmph** over Indian Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020. by Zonal Railways, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

1. Curtains provided for windows do not have smooth opening and closing mechanism. This should be attended to ensure smooth movement of curtain.
2. Refilling & testing date on Nitrogen cylinder is not visible. It should be kept in a way that it is clearly visible to the staff.
3. LHD wire was found loose at one location. This needs to be properly clamped to the roof of the coach.
4. All the concerned staff should be imparted with adequate training for operation & maintenance of Fire Detection & Suppression System, standalone Fire Extinguishers and Aerosol based Thermal activated Fire Detection & Suppression System. Refresher training for these items should also be imparted regularly.
5. Seats in dining area can be made more comfortable and relaxing for passengers.

20/05/22

O/C

6. The time of display for location of activated sensor in Fire Detection & Suppression System Control Unit is few seconds only. This may be enhanced so that staff can easily locate the place of fire.
7. Font size of instructions displayed for operation of Fire Detection cum Suppression System should be increased for better visibility.

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

18/05/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/13 **New Delhi, Dated 18.05.2022**

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Coaching) Railway Board

3393671 - (F) 1160520 (65)

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

फोन/Ph.: 0522-2233087, 2233108 (P&T)
N.E.Rly. 31-140, N.Rly. 23-290
फैक्स/Fax-0522-2233095, 2233087
E-mail : chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–Q.12011/04/2022–23–रा.वि.

दिनांक–12.05.2022

सेवामें,
सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषय: Introduction of LHB EOG AC Pantry Cum Dining Car of Deccan Queen **[Unique Transportation Code: LWCBACDQ]** fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies up to a speed of **160 kmph** on track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under Para 522

संदर्भ: (i) DG/RDSO's letter No. SV.FIAT(SC)/Sanction/LWCBACDQ, dated 26.04.2022
(ii)RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWCBACDQ/160kmph, dated 22.04.2022
(iii) This office's letter of even no. dated 05.05.2022
(iv) RDSO's letter No. SV.FIAT(SC)/Sanction, dated 07.05.2022

Vide reference (i), RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock upto a maximum speed of **160 kmph** over IR routes on the basis of RDSO's Final Speed Certificate mentioned under reference (ii). Vide reference (iii) [copy enclosed], RDSO was asked to furnish certain clarifications on the subject case. Clarifications on the issues were given by RDSO to this office vide reference (iv) [copy enclosed].

Statutory inspection of the subject rolling stock was carried out by CCRS on 10.05.2022 at Safdarjung Railway Station (DSJ)/ Northern Railway, New Delhi. Inspection report of the rolling stock is enclosed as **Annexure-1.**

Based on the examination of documents/clarifications submitted by RDSO and inspection of the subject rolling stock, the case is being forwarded to Railway Board with the recommendation for the sanction of the Central Government for operation of LHB EOG AC Pantry Cum Dining Car of Deccan Queen [Unique Transportation Code: LWCBACDQ] fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies up to a speed of **160 [ONE HUNDRED SIXTY] kmph** on track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under Para 522 with conditions mentioned in **Annexure-2.**

Observations from CCRS Inspection Report about 'Measures to be taken before introduction of AC Pantry Cum Dining Car of Deccan Queen [Unique Transportation Code: LWCBACDQ]' are enclosed as **Annexure-3.** The compliance of the same should also be submitted to the Commission

Further, 'Measures for future improvement of the subject rolling stock' are attached as **Annexure-4.**

This is issued with the approval of Chief Commissioner of Railway Safety.

Ansiddiqui 12/5/2022
(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:
महानिदेशक (सवारी डिब्बा)
सवारी डिब्बा निदेशालय (एनेक्सी–1),
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानकनगर, लखनऊ–226011

Conditions to be ensured by the Railway for operation of LHB EOG AC Pantry Cum Dining Car of Deccan Queen [Unique Transportation Code: LWCBACDQ] fitted with pneumatic suspension (120 KN capacity) at the secondary stage on FIAT bogies on track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under Para 522

For operation of LWCBACDQ coach upto 130 kmph:

1. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWCBACDQ/160kmph, dated 22.04.2022. Remarks of the Railways against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
2. All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 Kmph should be strictly complied.
3. For speed up to 130 Kmph, Railway shall ensure provision of sturdy fencing at vulnerable locations to prevent accidents related to trespassing. Zonal Railways should also plan subways at suitable location to avoid trespass and ensure effectiveness of fencing provided.
4. Railways shall ensure that the platform line is NOT the run-through line.
5. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.
6. Zonal Railway shall interpret the results of runs of OMS, TRC and Oscillograph Car and ensure corrective & preventive action, as considered necessary.
7. Multi Aspect Colour Light Signalling (MACLS) with two Distant Signals or Automatic Signalling shall be provided. If two Distant Signals are provided, the Distant (outer most) signal shall be located at a Distance of not less than 2Km in rear of the home signal. The inner Distant Signal (existing Distant Signals) can be retained at its present distance in rear of the existing home signal. This shall also be applicable to the IBS and the interlocked level crossing gates located in the block sections.
8. Where Automatic Signalling is not provided, means for verifying complete arrival of train by provision of Block Proving by Axle Counter (BPAC) is necessary on high density routes and for stations provided with central panel interlocking.
9. Suitable and reliable communication shall be provided in the locomotive and guards van for communication between loco pilot, guard and adjacent station master.
10. LWCBACDQ coach shall be maintained as per "Maintenance manual for LHB Coaches".
11. In case of enroute breakage of primary coil spring action as per instructions contained in RDSO letter no. SV.FIAT Spring dt. 08.11.18 shall be taken.
12. Earthing in the coach body & all the panels shall always be properly maintained.
13. As stipulated in Railway Board's letter no. 97/M(C)/137/1 Volume-VI, Dated 09.06.2004 and RDSO's Report no.CT-20 Rev.2 duly approved by Railway Board's letter no. 2014/CE-II/TK/HS Dated 09.12.2014, the following maintenance facilities are required to be developed by Railways for operation at 160 Kmph:

    (a) Well lighted all weather covered area for under gear examination and maintenance of sub-assemblies.
    (b) Boundary wall for safety and security of the rake and the facilities.
    (c) Automatic washing plant at entry point.
    (d) Wheel profile measurement and re-profiling system.
    (e) In-situ wheel changing facility.
    (f) Automated and instrumented maintenance system in lieu of existing system based on visual inspection.
    (g) A separate bay with capacity for lifting and change of complete bogie platform for attention to roof mounted AC equipments.

A. Siddiqui

In addition of above, following stipulations shall be applicable for operation of LWCBACDQ coach beyond 130 Kmph and upto 160 kmph

1. Supervisors/officers shall not undertake push trolley inspection and working of rail dolly on the face of 160 Kmph trains. Suitable guidelines shall be issued by the Railway in this regard.
2. Rail grinding at regular interval shall be done on the entire route for better riding behaviour and to avoid rail fracture/weld failures. Regular greasing of all the curves in the section shall be ensured.
3. Stretches of existing weak formations (where permanent/temporary speed restriction is imposed), if any, shall be planned to be rehabilitated/strengthen first before permitting higher speed.
4. Electrical operation of points and means for locking both switches, means for lock detection and independent switch detection by the respective signals shall be ensured. The interlocking between signal and points shall be by electrical or electronic means (PI/RRI/SSI).
5. Provision of Train Protection Warning System (TPWS) shall be ensured on the route for operation at 160 Kmph.

***

A.N. Siddiqui

[of CCRS Office's Letter No. Q.12011/04/2022-23-ग.फ., Dated 12.05.2022]

Measures to be taken before Introduction of AC Pantry Cum Dining Car of Deccan Queen [Unique Transportation Code: LWCBACDQ]

Statutory inspection of the rolling stock by the CCRS was carried out on 10.05.2022 at Delhi Safdarjung Station, Northern Railway. Para 2 of CCRS Inspection Report which suggests the measures for improvement of inspected rolling stock is reproduced below for taking necessary action for their implementation:

1. Curtains provided for windows do not have smooth opening and closing mechanism. This should be attended to ensure smooth movement of curtain.
2. Refilling & testing date on Nitrogen cylinder is not visible. It should be kept in a way that it is clearly visible to the staff.
3. LHD wire was found loose at one location. This needs to be properly clamped to the roof of the coach.
4. All the concerned staff should be imparted with adequate training for operation & maintenance of Fire Detection & Suppression System, standalone Fire Extinguishers and Aerosol based Thermal activated Fire Detection & Suppression System. Refresher training for these items should also be imparted regularly.
5. Seats in dining area can be made more comfortable and relaxing for passengers.
6. The time of display for location of activated sensor in Fire Detection & Suppression System Control Unit is few seconds only. This may be enhanced so that staff can easily locate the place of fire.
7. Font size of instructions displayed for operation of Fire Detection cum Suppression System should be increased for better visibility.

***

[of CCRS Office's Letter No. Q/2011/04/2022 23-0/0, Dated 12.05.2022]

Measures for future improvement of AC Pantry Cum Dining Car of Deccan Queen [Unique Transportation Code: LWCBACDQ]

Statutory inspection of the rolling stock by the CCRS was carried out on 10.05.2022 at Delhi Safdarjung Station, Northern Railway. Para 3 of CCRS Inspection Report which suggests the measures for future improvement of the coach is reproduced below for taking necessary action for their implementation:

1. In recent fire incidents, it has been observed that CCTV Control Unit and Fire Detection & Suppression System Control Unit were also gutted in fire. It is suggested that CCTV Control Unit and Fire Detection & Suppression System Control Unit may be relocated suitably so that data is retrieved for analysis of fire and other incidents.
2. Mobile charging points provided in dining area may be suitably relocated for passenger's convenience.
3. Heat detectors should be provided in lavatory and handwash area.

***

A Siddiqui

1166919

(70)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/04(1)

New Delhi, dated 17.05.2022

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

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Pragati Maidan,
Metro Station Building Complex,
New Delhi – 110001.

Sub : Introduction of BG Bogie Flat Steel wagon type '**BFNSM1**' **[Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-14035-S-02 Alt.3 up to a maximum speed of **95 kmph in Empty** condition and **75 kmph in Loaded** condition over IR B.G. routes, *by Zonal Railways* and **95 kmph in Empty** condition and **100 kmph in Loaded** condition over routes of Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCs, by DFCCIL

Ref : (i) Raiway Board's letter no. 2019/CEDO/SR/27, dated 26.12.2019
(ii) RDSO's Final Speed Certificate (FSC) No. MW/BFNS dated 08.08.2021 and its Amendment No.1 dated 12.12.2021
(iii) RDSO's letter No. MW/BFNS, dated 16.08.2021
(iv) RDSO's letter No. MW/BFNSM, dated 17.12.2021
(v) CCRS office's letter No. Q.12011/08/2021-22- T.W. dated 17.02.2022

With reference to RDSO above application, sent through Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of BG Bogie Flat Steel wagon type '**BFNSM1**' **[Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-14035-S-02 Alt.3 up to a maximum speed of **95 kmph in Empty** condition and **75 kmph in Loaded** condition over IR B.G. routes, *by Zonal Railways* and **95 kmph in Empty** condition and **100 kmph in Loaded** condition over routes of Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCs, by DFCCIL with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No. MW/BFNS Dated 08.08.2021 and its Amendment dated 12.12.2021 for operation up to maximum speed of of **95 kmph in Empty** condition & **75 kmph in Loaded** condition over IR B.G. routes and **95 kmph in Empty** condition & **100 kmph in Loaded**

20/05/22

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condition over routes of Eastern & Western Dedicated Freight Corridor of DFC, shall be ensured on the Railway/DFCCIL while seeking the sanction of General Manager/MD,DFCCIL, for introduction of rolling stock on the Railway/DFCCIL. 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. In terms of Railway Board letter No. 2020/CE-II/TS/22.82 dated 20.08.2020, General Manager of Zonal Railway shall identify the route for operation of (CC+8+2)t/ (CC+6+2)t axle load wagon at 75kmph. List of identified routes shall be submitted to the Commission before the start of actual operation of rolling stock. Further, compliance of all the stipulations mentioned in this letter shall be ensured by the Railways.

iv. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic block. Railway should ensure adequate/stipulated block for Rail Grinding & other maintenance inputs

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

vi. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways/DFCCIL and incorporated in the working timetable so that all operating staff is aware of the instructions.

vii. **For Indian Railways**, the regular operation in loaded condition of BFNSM1 wagon over IR routes, Railway shall ensure all the speed restrictions mentioned in para 3.2.1.3 of RDSO's Final Speed Certificate MW/BFNS dated 08.08.2021 after incorporating modified paras upto Amendment No.1 dated 12.12.2021.

viii. **For Indian Railways**, the ***WILD shall mandatorily be provided*** before introduction of wagon at speed above 60 kmph. For speed up to 60kmph 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.

ix. **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.

x. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

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

xii. Right powering of loaded trains running with 22.9t axle loaded wagons shall be ensured.

xiii. Only wagons with twin-pipe brake system shall be permitted to run at 75 kmph and above. Air brake system of wagons with twin-pipe shall be in working order for operation at 75 kmph and above.

12/5/22

xiv. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

xv. **For Indian Railways**, Before initiating the operation of BFNSM1, PCME of the concerned Zonal Railways shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured. GGM (Mechanical) of the DFCCIL will get the track worthiness certified from the adjoining/concerned Zonal Railways.

xvi. **For DFCCIL**, Before initiating the operation of BFNSM1, PCME of the *adjoining* Zonal Railways shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

xvii. **For Indian Railways,** USFD testing of rail would be carried out at a higher frequency corresponding to 6 GMT of traffic (present stipulation corresponds to 8GMT)

xviii. **For Indian Railways:**

As per Clause 3.1.1.2.1.1 of RDSO's Final Speed Certificate MW/BFNS dated 08.08.2021 after incorporating modified paras upto Amendment No.1 dated 12.12.2021, 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).

Further, as per clause 3.1.1.2.2 for operation in Loaded condition for speed above 60 kmph and up to 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.**

2. This supersedes Railway Board Letter no. 2019/CEDO/SR/27, dated 26.12.2019.

17/5/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/04(1) New Delhi, dated 17.05.2022

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.12011/08/2021-22- T.W. dated 17.02.2022
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. Executive Director ME(Fr), Railway Board

17/5/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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e-mail address :dceg@rb.railnet.gov.in

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/04(2)

New Delhi, dated 17.05.2022

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

Sub : Revalidation of the RDSO's Provisional Speed Certificate no. MW/BFNS dated 13.01.2017 for running of BG Bogie Flat Steel wagon type **'BFNSM 22.9 T' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-14035-S-02 Alt.nil up to maximum speed of **60kmph in Empty and loaded** condition on IR B.G. routes *by Zonal Railways*

Ref : (i) Railway Board's letter No. 2022/CEDO/SR/04(1) dated 17.05.2022
(ii) RDSO's letter No. MW/BFNS, dated 16.08.2021
(iii) RDSO's letter No. MW/BFNSM, dated 17.12.2021
(iv) CCRS office's letter No. Q.12011/08/2021-22- T.W. dated 17.02.2022

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of BG Bogie Flat Steel wagon type **'BFNSM1' [Maximum Axle Load: 22.9t]** to RDSO's Drawing No. WD-14035-S-02 Alt.3 up to maximum speed of of 95 kmph in Empty condition and 75 kmph in Loaded condition on IR B.G. routes *by Zonal Railways* and 95 kmph in Empty condition and 100 kmph in Loaded condition over routes of Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCs, by *DFCCIL* vide RB's letter under reference (i) above. CCRS, while recommending for introduction of this Rolling Stock to Railway Board has suggested the following:

'RDSO's Provisional Speed Certificate no. MW/BFNS dated 13.01.2017 for BFNSM22.9 wagon has expired; it may be revalidated for further operation of this wagon.'

RDSO is requested to examine above and take necessary action. The compliance of the same should also be submitted to CCRS.

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

20/05/22

(74)

No. 2022/CEDO/SR/04(2) New Delhi, dated 17.05.2022

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.12011/08/2021-22- T.W. dated 17.02.2022
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. Executive Director ME(Fr), Railway Board

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SD/RS/06(MRK) **New Delhi, dated 17.05.2022**

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

Sub: Condonation of infringement w.r.t. **Metro Railway Kolkata** Schedule of Dimensions **1676 mm Gauge (BG), 1994** by **wheel dimeter** (832mm), **thikness of flange** (29.4mm), **bogie centres** (7620mm), **rigid wheel base** (1800mm) and **height of floor** (1395.5mm) of **Rail Grinding Machine** (RGM 10 Stone to GA Drawing No. 5112695 & wheel profile Drawing No. 5114108), Model No. "RGH10C2-67" supplied by M/s Harsco Rail, USA, for operations over Metro Railway, Kolkata

Ref: (i) RDSO's letter no. CT/TMM/GENERAL, Dated 15.12.2021
(ii) CCRS office letter No. Q.14011/14/2021-22-TW, Dated 16.03.2022

With reference to RDSO above applications {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement w.r.t. Metro Railway Kolkata Schedule of Dimensions **1676 mm Gauge (BG), 1994** by **wheel dimeter** (832mm), **thikness of flange**(29.4mm), **bogie centres** (7620mm), **rigid wheel base**(1800mm) and **height of floor** (1395.5mm) of Rail Grinding Machine (RGM 10 Stone; GA Drawing No. 5112695 & wheel profile Drawing No. 5114108), Model No. "RGH10C2-67" supplied by M/s Harsco Rail, USA, over Metro Railway, Kolkata, as shown in details enclosed with above mentioned application, details of infringements as under:

I) **Chapter IV (A)**

(A) ***Clause 1(b)*** *-Minimum diameter on the tread of new wagon wheel, measured at 63.5 mm from wheel gauge face,* by 28 mm (i.e. 832mm instead of 860mm).

(B) ***Clause 2(a)*** *–Maximum height above rail level for floor of any unloaded wagon* by 50.5 mm (i.e. 1395.5mm instead of 1345 mm).

(C) ***Clause* 4(b)** *–Minimum distance apart of bogie centres for bogie wagons,* by 1380mm (i.e. 7620mm instead of 2/3rd of length of bogie of vehicle).

(D) ***Clause* 4(d)** *–Minimum rigid wheel base for bogie truck,* by 30mm (i.e. 1800mm instead of 1830mm).

17/5/22

II) **Chapter III**

***Clause* 4(a)** –*Maximum thickness of flange of tyre, measured from wheel gauge face at 13mm from outer edge of flange*, by 0.9 mm (i.e. 29.4mm instead of 28.5mm).

2. Further, above sanction of condonation is subject to the following stipulation :

'Unique Transportation Code of the subject machine shall be issue before introduction of the Machine over Metro Railway, Kolkata'.

17/5/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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No. 2021/CEDO/SD/RS/06(MRK) **New Delhi, dated 17.05.2022**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement Q.14011/14/2021-22-T.W, Dated 16.03.2022
2. Commissioner of Railway Safety, all Circles
3. ED Standards (Track-1), RDSO, Manak Nagar,Lucknow
4. EDTk(M&MC)/Railway Board, New Delhi

17/5/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/08

New Delhi, dated 13.05.2022

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

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Pragati Maidan,
Metro Station Building Complex
New Delhi - 110001

Sub : Introduction of BG Bogie Rail wagon type '**BRHNEHSM1**' **[Maximum Axle Load:20.32t]** to RDSO's Drawing No. **WD-4004-S-52 Alt.05** up to a maximum speed of **95 kmph in empty** and **100 kmph in loaded** conditions over IR B.G. routes *by Zonal Railways* and over routes of Eastern Dedicated Freight Corridor (EDFC) & Western Dedicated Freight Corridor (WDFC) of DFCCIL (DFCs) by DFCCIL

Ref : (i) RDSO's letter No. MW/BRHNEHS, dated 24.11.2021
(ii) RDSO's Final Speed Certificate (FSC) No. MW/BRHNEHS dated 17.11.2021
(iii) CCRS office's letter No. Q.12011/17/2021-22- T.W. dated 16.03.2022

With reference to RDSO above application no. MW/BRHNEHS, dated 24.11.2021; sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of BG Bogie Rail wagon type **'BRHNEHSM1' [Maximum Axle Load:20.32t]** to RDSO's Drawing No. WD-4004-S-52 Alt.05 up to a maximum speed of **95 kmph in empty** and **100 kmph in loaded** conditions over IR B.G. routes *by Zonal Railways* and over routes of Eastern & Western Dedicated Freight Corridor of DFCCIL (DFCs) by DFCCIL, with the following stipulations:

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No MW/BRHNEHS Dated 17.11.2021, shall be ensured by the Railway/DFCCIL while seeking the sanction of General Manager/ MD DFCCIL, for introduction of rolling stock on the Railway/DFCCIL. 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.

13/05/2022

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. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

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

v. Only wagons with twin-pipe brake system shall be permitted to run beyond 75kmph in both empty and loaded conditions. Air brake system of wagons with twin-pipe shall be in working order for operation beyond 75kmph in both empty and loaded conditions.

vi. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

vii. Before initiating the operation, PCME of the concerned Railway shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

13/05/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/08 **New Delhi, dated 13.05.2022**

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.12011/17/2021-22- T.W. dated 16.03.2022
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. Executive Director ME(Fr), Railway Board

13/05/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SD/RS/01 **New Delhi, dated 13.05.2022**

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

Sub : Condonation of infringement to IRSOD(BG),Revised-2004 and SSOD(BG) for Eastern and Western DFC of Indian railways, January-2013 by Rail Milling Machine, Model SF06-IN supplied by M/S LINSINGER Maschinenbau GmbH, Austria

Ref: (i) RDSO letters no. CT/TMM/GENERAL, dated 15.12.2021
(ii) CCRS letter no. Q-14011/03/2021-22-T.W., dated 25.12.2021

With reference to RDSO above applications {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement w.r.t. (i) *Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004* by **maximum height of floor** (1380/1365/1730 instead of 1345mm) **& minimum rigid wheel base** (1800mm instead of 1830mm) and (ii) *Chapter–IV & XI of SSOD for Eastern & Western DFCs* by **minimum rigid wheel base** (1800 mm instead of 1830mm) of Rail Milling Machine, Model SF06-IN supplied by M/S LINSINGER Maschinenbau GmbH, Austria to drawing no. OBE-0107-001, as shown in details enclosed with above mentioned application, details of infringements are reproduced as under:

A. **Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004**

(i) **Clause 9** –*Maximum height above rail level for floor of any unloaded vehicle,* by

(a) 35mm (1380mm instead of 1345mm at section D-D for trailer vehicle driver's cab),

(b) 20mm (1365mm instead of 1345mm at section C-C for carrier vehicle walkway),

(c) 385mm(1730mm instead of 1345mm at section B-B for carrier vehicle walkway)

(ii) **Clause 18(i)** -*Minimum rigid wheel base for bogie truck of any vehicle,* by 30mm (1800 instead of 1830mm).

B. **Chapter –IV & XI of SSOD for Eastern & Western DFCs of DFCCIL**

Clause 4.4.4 of EDFC & 11.4.4 of WDFC – Minimum rigid wheel base for bogie truck of any vehicle, by 30 mm (1800 mm instead of 1830mm).

13/5/22

2. It is noted that Unique Transportation Code of the proposed machine is not available. RDSO is advice to issue Speed Certificate of above Machine with the Transportation Code.

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2021/CEDO/SD/RS/01 **New Delhi, dated 13.05.2022**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement Q-14011/03/2021-22-T.W., dated 25.12.2021
2. Commissioner of Railway Safety, all Circles
3. ED Standards (Track-1), RDSO, Manak Nagar,Lucknow
4. EDTk(M&MC)/Railway Board, New Delhi

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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(81)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SR/14 (1)

New Delhi, dated 12.05.2022

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

The General Manager,
All Indian Railways

Sub:- Introduction of LHB EOG AC-3 Tier coach **'LWACCNAA' [Maximum Axle Load: 16.25t]** to RCF's Layout Drawing No. LE90009 fitted with pneumatic suspension (160kN capacity) at the secondary stage on FIAT bogies, up to a **maximum speed of 160 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref : (i) RDSO's letter No. SV.FIAT(SC)/Sanction/LWACCNAA, dated 12.01.2021
(ii) RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWACCNAA/ 160kmph, dated 08.01.2021
(iii) CCRS's letter Q.12011/19/2020-21-T.W. dated 07.06.2021

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of LHB EOG AC-3 Tier coach **'LWACCNAA' [Maximum Axle Load: 16.25t]** to RCF's Layout Drawing No. LE90009 fitted with pneumatic suspension (160kN capacity) at the secondary stage on FIAT bogies, up to a **maximum speed of 160 kmph** over Indian Railways, by Zonal Railways, on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020, with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No. SV.FIAT(SC)/LWACCNAA/160kmph, dated 08.01.2021 for operation up to a maximum speed of 160 kmph shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway All the documents required for the sanction of General Manager 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.

12/05/22

ii. As per para 6.1.2 of Revised Policy Circular-6 Dated 31.10.2018, trains will be introduced in the sections at the speeds as per provision of General Rules 1976– **Rule 4.08 1(a).**

iii. All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 kmph should be strictly complied.

iv. **For speed up to 130 kmph,** Railway shall ensure provision of sturdy fencing at vulnerable locations to prevent accidents related to trespassing. Zonal Railways should also plan subways at suitable locations to avoid trespass and ensure effectiveness of fencing provided. **For speed beyond 130 kmph and up to 160 kmph,** Railway shall ensure provision of sturdy fencing all along the track to prevent accidents related to trespassing.

v. Supervisors/officers shall not undertake push trolley inspection and working of rail dolly on the face of 160 kmph trains. Suitable guidelines shall be issued by the Railway in this regard.

vi. For running of train above 130 kmph, Zonal Railways shall ensure public announcements and demarcation through a yellow line on the platforms of run through lines, to alert passengers standing on such platforms.

vii. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.

viii. Maximum speed of coach shall be restricted to speeds proposed therein or the maximum permissible speed of the section whichever is less.

ix. For running of train above 130 kmph, all the turnouts in facing direction shall be laid with thick web switches with provision of clamp type lock. All the crossings shall be CMS crossing. All other turnout shall be of fixed heel curved switch type with CMS crossings.

x. For running of train more than 110 kmph and up to 130 kmph, all turnouts shall be fixed heel curved switches laid on PSC sleeper layout with CMS crossings.

xi. Track geometry shall be monitored by Track Recording Car (TRC), Oscillograph Car and OMS at laid down frequency.

xii. Zonal Railway shall interpret the results of runs of OMS, TRC and Oscillograph Car and ensure corrective & preventive action, as considered necessary.

xiii. Regular greasing of all the curves in the section shall be ensured.

xiv. Stretches of existing weak formations (where permanent/temporary speed restriction is imposed), if any, shall be planned to be rehabilitated/strengthen first before permitting higher speed.

xv. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable.

xvi. For running of train more than 110 kmph, sleeper on bridges (other than ballasted deck) shall be steel channel/H-beam/Composite sleepers.

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xvii. In case of train (with this coach 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 IRSEM para 7.8.9(7) and para 20.1.1(e) shall be taken.

xviii. Multi Aspect Colour Light Signaling (MACLS) with two Distant Signals or Automatic Signaling shall be provided. If two Distant Signals are provided, the Distant (outer most) signal shall be located at a distance of not less than 2 km in rear of the home signal. The inner Distant Signal (existing Distant Signals) can be retained at its present distance in rear of the existing home signal. This shall also be applicable to the IBS and the interlocked level crossing gates located in the block sections.

xix. Where Automatic Signaling is not provided, means for verifying complete arrival of train by provision of Block Proving by Axle Counter (BPAC) is necessary on high density routes and for stations provided with central panel interlocking.

xx. Electrical operation of points and means for locking both switches, means for lock detection and independent switch detection by the respective signals shall be ensured. The interlocking between signal and points shall be by electrical or electronic means (PI/RRI/SSI).

xxi. All level crossing gates with in station limit should be manned and interlocked with station signals. All level crossing gates outside station limit should be interlocked depending on the classification of level crossing. All level crossings shall be provided with telecommunication facilities.

xxii. Signalling to protect level crossing should be provided as per Section – 1 LC gate chapter 14 of IRSEM. There should be no LC gate within the Block Overlap (180m) from the Home signal. If it is there, Home signal should be relocated and placed beyond 180m. No new level crossing should be located within Signal/Block Overlap.

xxiii. For running of train above 130 kmph, action shall be taken for relocation/modification of engineering signals in consultation with S&T and OHE department of Zonal Railways.

xxiv. Provision of Automatic Train Protection(ATP)(Kavach) system shall be ensured on the route for operation at 160 kmph

xxv. Suitable and reliable communication shall be provided in the locomotive and guards van for communication between loco pilot, guard and adjacent station master.

xxvi. Before starting the operation, the PCME of the concerned Railway shall certify the track worthiness and safety of the rolling stock and shall also ensure proper maintenance of the rolling stock.

xxvii. Brakes of the rolling stock shall be in good working order during the operation.

xxviii. The Wheel Slide Protection (WSP) device of all the coaches in the rake shall be functional at the starting station.

xxix. LWACCNAA coach shall be maintained as per "Maintenance manual for LHB Coaches".

xxx. In case air spring gets deflated, the speed shall be limited to 60 kmph. This has to be manually implemented by the driver. Suitable mechanism shall be in place for indication of deflated spring to train driver.

xxxi. In case of enroute breakage of primary coil spring action as per instructions contained in RDSO letter no. SV.FIAT Spring dt. 08.11.18 shall be taken.

xxxii. Earthing in the coach body & all the panels shall always be properly maintained.

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xxxiii. Suitable mechanism to Train driver shall be available in case of isolation of brakes of any bogie.

xxxiv. As stipulated in Railway Board's letter no. 97/M(C)/137/1 Volume-VI, dated 09.06.2004 and RDSO's Report no.CT-20 Rev.2 duly approved by Railway Board's letter no. 2014/CE-II/TK/HS Dated 09.12.2014, the following maintenance facilities are required to be developed by Railways for operation at 160 kmph:

a. Well lighted all weather covered area for under gear examination and maintenance of sub-assemblies.
b. Boundary wall for safety and security of the rake and the facilities.
c. Automatic washing plant at entry point.
d. heel profile measurement and re-profiling system.
e. In-situ wheel changing facility.
f. Automated and instrumented maintenance system in lieu of existing system based on visual inspection.
g. A separate bay with capacity for lifting and change of complete bogie platform for attention to roof mounted AC equipments.

12/5/22

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-47598(Rly) : 011-23047598(MTNL)]
e-mail address :dceg@rb.railnet.gov.in

No. 2021/CEDO/SR/14 (1) New Delhi, dated 12.05.2022

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.12011/19/2020-21-T.W. dated 07.06.2021
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. Executive Director ME (Chg.), Railway Board

12/5/22

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
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भारत सरकार Government of India
रेल मंत्रालय Ministry of Railways
(रेलवे बोर्ड Railway Board)

आज़ादी का अमृत महोत्सव

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SR/14 (2)

New Delhi, dated 12.05.2022

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

Sub:- Introduction of LHB EOG AC-3 Tier coach '**LWACCNAA**' [**Maximum Axle Load: 16.25t**] to RCF's Layout Drawing No. LE90009 fitted with pneumatic suspension (160kN capacity) at the secondary stage on FIAT bogies, up to a **maximum speed of 160 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref : (i) Railway Board' letter no. 2021/CEDO/SR/14(1), dated 12.05.2022
(ii) RDSO's letter No. SV.FIAT(SC)/Sanction/LWACCNAA, dated 12.01.2021
(iii) CCRS's letter Q.12011/19/2020-21-T.W. dated 07.06.2021

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of LHB EOG AC-3 Tier coach '**LWACCNAA**' [**Maximum Axle Load: 16.25t**] to RCF's Layout Drawing No. LE90009 fitted with pneumatic suspension (160kN capacity) at the secondary stage on FIAT bogies, up to a maximum speed of 160 kmph over Indian Railways, by Zonal Railways, on track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards under Para 522 vide Railway Board's letter under reference (i) above. CCRS, while recommending for introduction of this Rolling Stock to Railway Board has suggested ***following measures to be taken for future improvement of the above rolling stocks***:

i. Presently CBCs are being used with LHB coaches due to which jerk and lurches are felt while travelling. It is suggested to explore possibilities of using Semi-permanent Schaku Couplers in place of CBCs. One of the issue which is flagged by the Railways that coupling/decoupling of Schaku coupler takes lot more time than CBCs. As all LHB coaches are provided with power and communication couplers also and detachment and

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attachment of coaches requires manually uncoupling of these couplers also. Therefore, time taken in decoupling/coupling CBCs and Schaku coupler should not differ much. Further, as lurches and jerks will be much less in case of Schaku coupler, forces coming on to Schaku couplers may be substantially less. Railways should do detailed study and explore the possibilities of providing semi-permanent Schaku couplers in place of existing CBCs in LHB coaches.

ii. Railway should calculate Fire load of all type of AC coaches and compare it with the international standards.

iii. Provision of Water Mist type fire extinguishers may be explored in place of DCP type fire extinguishers

iv. Trial for estimating time taken for evacuating the passengers &on board staff from coach packed to full capacity should be done. Report of the same should be furnished to Commission

RDSO is requested to examine above and take necessary action for *future improvement of the above rolling stocks*. The compliance of the same should also be submitted to CCRS.

12/05/22

(गौरव)

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No. 2021/CEDO/SR/14 (2) New Delhi, dated 12.05.2022

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.12011/19/2020-21-T.W. dated 07.06.2021
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. Executive Director ME (Chg.), Railway Board

12/05/22

(गौरव)

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

No. 2022/CEDO/SR/03

New Delhi, dated 12.05.2022

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

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Pragati Maidan,
Metro Station Building Complex,
New Delhi - 110001

Sub: Introduction of Dwarf containers (1930mm high and 2600mm width) in **Single/Double Stack** in **empty & loaded** condition, on 22t axle load Broad Gauge Bogie Low Platform Bogie Container Flat wagon type **BLCM (A-Car & B-Car)** up to a maximum speed of **100 kmph** over **Eastern & Western Freight Corridor of DFCs routes, by DFCCIL**

Ref: (i) RDSO's letter No. MW/Container, Dated 11.11.2021
(ii) RDSO's Final Speed Certificate (FSC) no. MW/Container, dated 11.11.2021 & its amendment no. 1 dated 02.02.2022
(iii) CCRS's letter No. Q.12011/15/2021-22-T.W. Dated 04.02.2022

With reference to RDSO above application no. MW/Container, dated 11.11.2021, sent through Chief Commissioner of Railway Safety, Lucknow ; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of **Dwarf containers** (1930mm high and 2600mm width) **in single/double stack** in empty and loaded condition, on **22t axle load,** Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLCM (A-Car & B-Car) up to a maximum speed of **100 kmph** over **Eastern & Western Freight Corridor of DFCs routes,** by DFCCIL, with the following stipulations:

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No MW/Container, Dated 11.11.2021. Remarks of the DFCCIL against each para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

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. Signaling requirement with respect to maximum permissible speed as per standard of *Interlocking given in Indian Railways Signal Engineering Manual, July 2021,* Para no. ***7.8.9*** *shall be followed.*

12/05/2022

iv. Location of bridges on which speed restrictions have been imposed shall be notified by DFCCIL and incorporated in the working timetable so that all operating staff is aware of the instructions.

v. 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.

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

vii. Only wagons with twin-pipe brake system shall be permitted to run beyond 75 kmph in loaded condition. Air brake system of wagons with twin-pipe shall be in working order for operation beyond 75 kmph in loaded condition.

viii. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

ix. Before initiating the operation over DFCCIL, PCME of the adjoining Zonal Railway to DFCCIL shall arrange to certify the service worthiness (track worthiness) and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

12/05/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/03 New Delhi, dated 11.05.2022

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.12011/15/2021-22-T.W. Dated 04.02.2022
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. Executive Director ME(Fr), Railway Board

12/05/22

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

No. 2021/CEDO/SR/29 **New Delhi, dated 12.05.2022**

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

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Pragati Maidan,
Metro Station Building Complex,
New Delhi - 110001

Sub: Introduction of **Dwarf containers** (1930mm high and 2600mm width) **in single/double stack** in **empty** and **loaded** condition, on **20.32t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type **BLC** (A-Car & B-Car) up to a maximum speed of **75 kmph** over **Eastern & Western Freight Corridor of DFCs routes,** by DFCCIL

Ref: (i) RDSO's letter No. MW/Container, dated 11.11.2021
(ii) RDSO's Final Speed Certificate (FSC) No. MW/Container, dated 11.11.2021 & its Amendment no.1 dated 02.02.2022
(iii) CCRS letter No. Q.12011/15/2021-22- T.W., dated 25.12.2021

With reference to RDSO above application no. MW/Container, dated 11.11.2021, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of **Dwarf containers** (1930mm high and 2600mm width) **in single/double stack** in empty and loaded condition, on **20.32t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type **BLC** (A-Car & B-Car) up to a maximum speed of **75 kmph** over **Eastern & Western Freight Corridor of DFCs routes,** by DFCCIL, with the following stipulations :

i. RDSO may conduct oscillation trials to ascertain its maximum speed potential for operation over DFC routes within a period of two year from the Board's sanction of subject rolling stock.

ii. Observance of all conditions laid down in RDSO's Final Speed Certificate no. MW/Container, Dated 11.11.2021. Remarks of the DFCCIL against each para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

iii. 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.

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iv. Signaling requirement with respect to maximum permissible speed as per standard of *Interlocking given in Indian Railways Signal Engineering Manual, July 2021.* ***para no. 7.8.9*** *shall be followed.*

v. Location of bridges on which speed restrictions have been imposed shall be notified by the DFCCIL and incorporated in the working timetable so that all operating staff is aware of the instructions.

vi. 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.

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

viii. Only wagons with twin-pipe brake system shall be permitted to run beyond 75 kmph in loaded condition. Air brake system of wagons with twin-pipe shall be in working order for operation beyond 75 kmph in loaded condition.

ix. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

x. Before initiating the operation over DFCCIL, PCME of the adjoining Zonal Railway to DFCCIL shall arrange to certify the service worthiness (track worthiness) and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No. 011-23047598]

e-mail address: dceg@rb.railnet.gov.in

No. 2021/CEDO/SR/29 **New Delhi, dated 11.05.2022**

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.12011/15/2021-22- T.W., dated 25.12.2021
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(Freight), Railway Board

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

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आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/06

New Delhi, dated 12.05.2022

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

The General Manager,
All Indian Railways

Sub: Introduction of 3-Tier Sleeper LHB Non-AC coach fitted with pneumatic suspension (160 kN capacity air spring) at the secondary stage on FIAT Bogies to RDSO's Layout Drawing No. CSC-1808 [Unique Transportation Code: **LWSCNAA**; **Maximum Axle Load 16.25t]** up to a maximum speed of **130kmph** over Indian Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020, by Zonal Railways

Ref: (i) RDSO's letter No. SV.FIAT(SC)/Sanction/LWSCNAA, dated 28.12.2021
(ii) RDSO's Final Speed Certificate (FSC) no. SV.FIAT(SC)/LWSCNAA/ 130kmph, dated 22.12.2021 and its Amendment no. 1 dated 04.02.2022
(iii) CCRS's letter No. Q.12011/21/2021-22&T.W., Dated 17.02.2022

With reference to RDSO above application no. SV.FIAT(SC)/Sanction/LWSCNAA, dated 28.12.2021, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of 3-Tier Sleeper LHB Non-AC coach fitted with pneumatic suspension (160 kN capacity air spring) at the secondary stage on FIAT Bogies to RDSO's Layout Drawing No. CSC-1808 [Unique Transportation Code: **LWSCNAA**; **Maximum Axle Load 16.25t]** up to a maximum speed of **130 kmph** over Indian Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020, by Zonal Railways with the following stipulations:

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No. SV.FIAT(SC)/LWSCNAA/130kmph, dated 22.12.2021 and its Amendment no. 1 dated 04.02.2022 for operation up to a maximum speed of **130kmph,** shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway All the documents required for the sanction of General Manager 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.

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12/05/22

ii. As per Para 6.1.2 of Revised Policy Circular-6 Dated 31.10.2018, trains will be introduced in the sections at speeds as per provision of General Rules 1976–Rule 4.08 1(a).

iii. All the provisions contained in the Railway Board's letter no. 2014/CE-II.TSC/I Pt.1 dated 08.09.2016 regarding track structure for speed beyond 110 kmph should be strictly complied.

iv. Zonal Railways shall certify the adequacy of existing bridges for permitted rolling stock based on physical condition of the bridges by keeping them under observations considered necessary by the Chief Bridge Engineer of the Railway.

v. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.

vi. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable.

vii. Track geometry shall be monitored by Track Recording Car (TRC), Oscillograph Car and OMS at laid down frequency.

viii. Zonal Railway shall interpret the results of runs of OMS, TRC and Oscillograph Car and ensure corrective & preventive action, as considered necessary.

ix. Railway shall ensure provision of sturdy fencing at vulnerable location on need basis.

x. Dust and noise levels tentatively recommended by the Railway Board, vide its letter no-2016/CEDO/SR/05 Dated 14-09-2018, shall be strictly followed. Railway should improve these levels in consultation with CPBC (Central Pollution Control Board) in a time bound manner. Railways shall also device mechanism to monitor and maintain these levels inside the coach.

xi. All level crossing gates within the station limit should be manned and interlocked with station signals. All manned level crossing gates outside station limit should be interlocked depending on the classification of level crossing.

xii. All level crossings shall be manned with telecommunication facilities.

xiii. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed

xiv. Where automatic signalling is not provided, means for verifying complete arrival of train by provision of Block Proving by Axle Counter (BPAC) is necessary on high density routes and for stations provided with central panel interlocking.

xv. Railway should ensure that load in the coach does not exceed its designed pay load.

xvi. Brakes of the rolling stock shall be in good working order during the operation.

xvii. Before starting the operation, the PCME of the concerned Railway shall arrange to certify the track worthiness and safety of the Rolling stock. Proper maintenance of the rolling stock shall be ensured.

xviii. The Wheel Slide Protection (WSP) device of all the coaches in the rake shall be functional at the starting station.

xix. In case air spring gets deflated, the speed shall be limited to 60 kmph. Failure Indication cum Brake Application (FIBA) device shall be provided in pneumatic circuit of Air Spring and Air Brake.

xx. Earthing in the coach body& all the panels shall be properly maintained.

12/05/22

xxi. The rolling stock shall be maintained as per "Maintenance Manual of Non-AC LHB design coaches".

12/5/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
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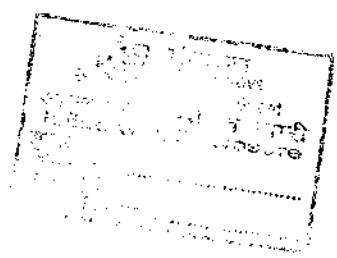
No. 2022/CEDO/SR/06
New Delhi, dated 12.05.2022

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.12011/21/2021-22&T.W., Dated 17.02.2022
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(Coaching), Railway Board

12/5/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in



(94)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2019/CEDO/SR/07/O **New Delhi, dated 12.05.2022**

The General Manager
Western Railway,
Churchgate, Mumbai

Sub: Removal of infringement of DSDC routes

Ref : (i) Railway Board letter No. 2019/CEDO/SR/07/O, dated 11.05.2022
(ii) ED/EEM, Railway Board Note no. 2021/EEM/170/1(DSDC)/Part-1, dated 13.04.2022
(iii) Kalyani Cast Tech Pvt. Ltd email dated 25.04.2022 addressed to AML

A suggestion has been received from ED(EEM) vide note referred (ii) above, wherein it has been stated that the infringement to DSDC movement in tunnel of Ratlam Division which is the only restriction between Mumbai- Delhi and further to Eastern Part of country may be removed by **slewing of the track** for maximum 200 mm to 225 mm which will create the space required for A class ODC and train can be passed easily. Following DSDC routes have this infringement tunnel of Ratlam Division:

i) Delhi-Mumbai
ii) Dahej-Tughlakabad
iii) Dahej/Hazira-Ludhiana

2. In this connection, Western Railway is requested to examine the same as above and take further necessary action as per extent of "Revised Policy Instruction for running of Double Stack Dwarf Containers (DSDC) (up to maximum height of 4877 mm from rail level and width of 2600 mm) over Zonal Railways", issued vided Board's letterNo.2019/CEDO/SR/07/O, dated 11.05.2022

DA : as above

12/05/2022

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

13/05/22

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2019/CEDO/SR/07/O **New Delhi, dated 11.05.2022**

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

The General Manager,
All Indian Railways

Sub: Revised Policy Instruction for running of Double Stack Dwarf Containers (DSDC) (up to maximum height of 4877 mm from rail level and width of 2600 mm) over Zonal Railways

Ref : (i) Railway Board letter No. 2019/CEDO/SR/07/O, dated 18.04.2019
(ii) Railway Board letter No. 2018/CEDO/SD/RS/03, dated 25.05.2018
(iii) RDSO's Final Speed Certificate (FSC) Nos. MW/Container, dated 11.11.21 and amendment No.1, dated 02.02.2022 **(for BLCM)**
(iv) RDSO's Final Speed Certificate (FSC) Nos. MW/Container, dated 11.11.21 and amendment No.1, dated 02.02.2022 **(for BLC)**
(v) CCRS's letter No. Q12011/15/2021-22-t.w., dated 04.02.2022 **(for BLCM)**
(vi) CCRS's letter No. Q12011/15/2021-22-t.w., dated 25.12.2021 **(for BLC)**

1. The Double Stack Dwarf container (DSDC) is an over dimensional stock with overall heightrof 4877mm from rail level and width of 2600mm.

2. DSDC on BLC (A car & B car) and on BLCM (A car & B car) wagons infringe IRSOD maximum moving dimensions. Route specific condonation of infringements to maximum moving dimensions for these wagons has been given by Railway Board vide letter No. 2018/CEDO/SD/RS/03, dated 25.05.2018, duly stipulating that necessary conditions related to infringements and various clearances to be ensured.

3. Railway Board vide letter No. 2019/CEDO/SR/07/O, dated 18.04.2019 had issued Policy Instruction for running of Double Stack Dwarf Containers (DSDC) (up to maximum height of 4877 mm from rail level and width of 2600 mm) in empty and loaded condition up to a **maximum speed of 65 kmph** over Zonal Railways, based on the RDSO's **provisional speed certificates** dated 23.06.2018 & 19.06.2018.

4. Subsequently, RDSO issued *(i)* **Final Speed Certificate** for operation of **22.0t axle** load Broad Gauge Low Platform Bogie Container Flat wagon type **BLCM**(A-car & B-car) with **Single & Double Stack Dwarf Containers** (1930mm height and 2600mm width) in **empty and loaded** condition up to a **maximum speed of 100 kmph** over *DSDC routes of Indian Railways*, dated 11.11.2021 & its amendment No. 1 dated 02.02.2022 and *(ii)* **Final Speed Certificate** for operation of **20.32t** axle load Broad Gauge Low Platform Bogie Container Flat wagon type **BLC** (A-car & B-car) with **Single & Double Stack**

11.05.2022

Dwarf Containers (1930mm height and 2600mm width) in **empty and loaded condition** up to a maximum speed of **75 kmph** over *DSDC routes of Indian Railways*, dated 11.11.2021 & its amendment No. 1 dated 02.02.2022. CCRS has also recommended these wagons for the sanction of the central government vide letters referred at (v) & (vi) above, for BLCM (22t) and BLC (20.32t), respectively.

5. In view of Final Speed certificates issued by RDSO & CCRS recommendations, following has been decided by Board for introduction of DSDCs on different routes of Zonal Railways:

   a. The sanction of condonation of infringements of DSDC on BLC (A car & B car) and BLCM (A car & B car) wagons, issued for Jamnagar- Chawapail section vide Railway Board letter No. 2018/CEDO/SD/RS/03, dated 25.05.2018, shall be applicable for all routes of IR for running DSDC on BLC (A car & B car) and BLCM (A car & B car) wagons. ***For any other wagon,*** *RDSO shall seek condonation of infringements and sanction for introduction from Railway Board through CCRS as per extant procedure.*

   b. RDSO shall issue speed certificate for running DSDC for each type of wagon, duly stipulating the horizontal and vertical clearances required for running DSDC on that wagon. RDSO speed certificate shall also clearly mention that the speed certificate is valid only for routes which have been or shall be approved from time to time by Zonal Railways for running DSDC on that wagon.

   c. General Manager shall introduce running of DSDCs on Zonal Railway following Policy Circular No. 6, dated 31.10.2018.

   d. Locations with restricted height overhead structures shall be identified by Zonal Railway. Zonal Railway MUST ensure the removal of any infringements before starting operation of DSDC in electrified territory.

   e. Various clearances pertaining to fixed structures, OHE wires and OHE structures, as recommended by RDSO, shall be adhered to before introducing operation of subject rolling stock.

   f. Before introduction of DSDC on a route, Electrical Inspector (EIG) of concerned Zonal Railway shall approve special clearance study report of restricted head room for over line structures on particular line/track in the route either already electrified or planned to be electrified.

   g. Observance of all conditions laid down in RDSO's Final Speed Certificate referred at (iii) & (iv) above, for BLCM (22t) and BLC (20.32t) respectively. Remarks of the Zonal Railway against each para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

   h. 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.

11/05/2022

i. Signaling requirement with respect to maximum permissible speed as per standard of *Interlocking given in Indian Railways Signal Engineering Manual, July 2021, **para no. 7.8.9** shall be followed.*

j. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable so that all operating staff is aware of the instructions.

k. 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.

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

m. Only wagons with twin-pipe brake system shall be permitted to run beyond 75 kmph in loaded condition. Air brake system of wagons with twin-pipe shall be in working order for operation beyond 75 kmph in loaded condition.

n. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

o. Before initiating the operation over Indian Railway, PCME of the concerned Zonal Railway shall certify the service worthiness (track worthiness) and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

p. In Zonal Railway CBE shall coordinate for running DSDC on different routes.

6. This supersedes earlier Railway Board letter No. 2019/CEDO/SR/07/O, Dated 18.04.2019.

11/05/2022

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2019/CEDO/SR/07/O **New Delhi, dated 11.05.2022**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Office compound of DRM/NER,Ashok Marg, Lucknow
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power
4. Executive Director Standards/Track, RDSO, Lucknow
5. EDME (Freight), Railway Board

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

Gmail RB Electrical EEM <rbelectricaleem@gmail.com

Fwd:

3 messages

kalyani cast-tech <kalyanicasttech@gmail.com> 25 March 2022 at 11:1
To: RB Electrical EEM <rbelectricaleem@gmail.com>, aml@rb.railnet.gov.in

Dear Sir

Please find herewith the profile of the tunnel superimposed with DSDC train in Ratlam Division which is the only restriction between Mumbai- Delhi and further to Eastern Part of country . The suggested solution from the profile is slewing of the track for maximum 200 m by 225 mm which will create the space required for A class ODC and train can be passed easily .

Please feel free to ask further clarification.
Thanks & Regards,

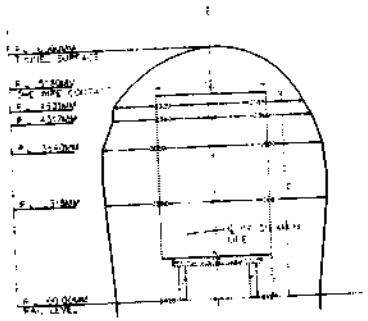
Naresh Kumar
Kalyani Cast Tech Pvt.Ltd.
Add- Mamria Thether, Rewari, Haryana, 123101, India
www.kalyanicasttech.com

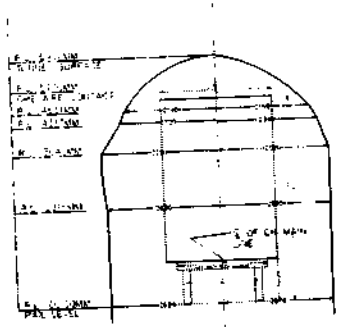
KALYANI CAST TECH PVT.LTD.

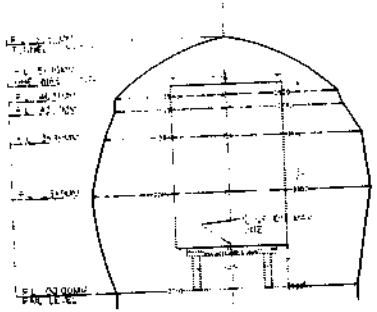
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From: **kalyani cast-tech** <kalyanicasttech@gmail.com>
Date: Fri, Mar 25, 2022 at 10:51 AM
Subject:
To: kalyani cast-tech <kalyanicasttech@gmail.com>

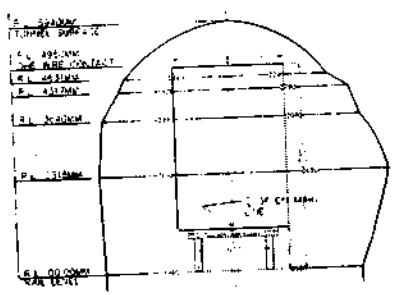
Sent from my iPhone

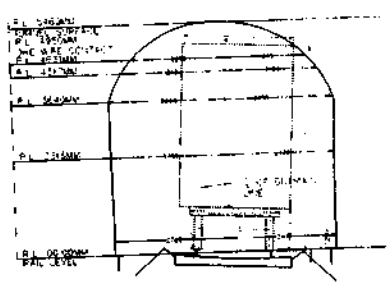
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आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2019/CEDO/SR/07/O **New Delhi, dated 11.05.2022**

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

The General Manager,
All Indian Railways

Sub: Revised Policy Instruction for running of Double Stack Dwarf Containers (DSDC) (up to maximum height of 4877 mm from rail level and width of 2600 mm) over Zonal Railways

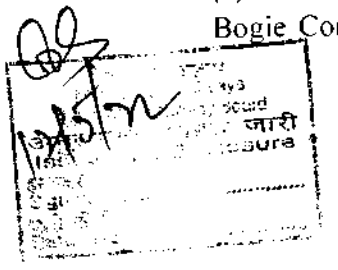
Ref : (i) Railway Board letter No. 2019/CEDO/SR/07/O, dated 18.04.2019
(ii) Railway Board letter No. 2018/CEDO/SD/RS/03, dated 25.05.2018
(iii) RDSO's Final Speed Certificate (FSC) Nos. MW/Container, dated 11.11.21 and amendment No.1, dated 02.02.2022 **(for BLCM)**
(iv) RDSO's Final Speed Certificate (FSC) Nos. MW/Container, dated 11.11.21 and amendment No.1, dated 02.02.2022 **(for BLC)**
(v) CCRS's letter No. Q12011/15/2021-22-t.w., dated 04.02.2022 **(for BLCM)**
(vi) CCRS's letter No. Q12011/15/2021-22-t.w., dated 25.12.2021 **(for BLC)**

1. The Double Stack Dwarf container (DSDC) is an over dimensional stock with overall height of 4877mm from rail level and width of 2600mm.

2. DSDC on BLC (A car & B car) and on BLCM (A car & B car) wagons infringe IRSOD maximum moving dimensions. Route specific condonation of infringements to maximum moving dimensions for these wagons has been given by Railway Board vide letter No. 2018/CEDO/SD/RS/03, dated 25.05.2018, duly stipulating that necessary conditions related to infringements and various clearances to be ensured.

3. Railway Board vide letter No. 2019/CEDO/SR/07/0, dated 18.04.2019 had issued Policy Instruction for running of Double Stack Dwarf Containers (DSDC) (up to maximum height of 4877 mm from rail level and width of 2600 mm) in empty and loaded condition up to a **maximum speed of 65 kmph** over Zonal Railways, based on the RDSO's **provisional speed certificates** dated 23.06.2018 & 19.06.2018.

4. Subsequently, RDSO issued *(i)* **Final Speed Certificate** for operation of **22.0t axle** load Broad Gauge Low Platform Bogie Container Flat wagon type **BLCM**(A-car & B-car) with **Single & Double Stack Dwarf Containers** (1930mm height and 2600mm width) in **empty and loaded** condition up to a **maximum speed of 100 kmph** over *DSDC routes of Indian Railways*, dated 11.11.2021 & its amendment No. 1 dated 02.02.2022 and *(ii)* **Final Speed Certificate** for operation of **20.32t** axle load Broad Gauge Low Platform Bogie Container Flat wagon type **BLC** (A-car & B-car) with **Single & Double Stack**



11/05/22

Dwarf Containers (1930mm height and 2600mm width) in **empty and loaded condition** up to a maximum speed of **75 kmph** over *DSDC routes of Indian Railways*, dated 11.11.2021 & its amendment No. 1 dated 02.02.2022. CCRS has also recommended these wagons for the sanction of the central government vide letters referred at (v) & (vi) above, for BLCM (22t) and BLC (20.32t), respectively.

5. In view of Final Speed certificates issued by RDSO & CCRS recommendations, following has been decided by Board for introduction of DSDCs on different routes of Zonal Railways:

   a. The sanction of condonation of infringements of DSDC on BLC (A car & B car) and BLCM (A car & B car) wagons, issued for Jamnagar- Chawapail section vide Railway Board letter No. 2018/CEDO/SD/RS/03, dated 25.05.2018, shall be applicable for all routes of IR for running DSDC on BLC (A car & B car) and BLCM (A car & B car) wagons. ***For any other wagon***, *RDSO shall seek condonation of infringements and sanction for introduction from Railway Board through CCRS as per extant procedure.*

   b. RDSO shall issue speed certificate for running DSDC for each type of wagon, duly stipulating the horizontal and vertical clearances required for running DSDC on that wagon. RDSO speed certificate shall also clearly mention that the speed certificate is valid only for routes which have been or shall be approved from time to time by Zonal Railways for running DSDC on that wagon.

   c. General Manager shall introduce running of DSDCs on Zonal Railway following Policy Circular No. 6, dated 31.10.2018.

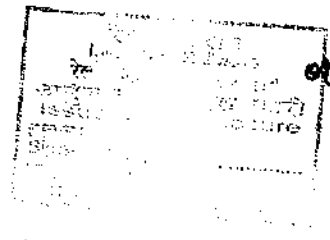
   d. Locations with restricted height overhead structures shall be identified by Zonal Railway. Zonal Railway MUST ensure the removal of any infringements before starting operation of DSDC in electrified territory.

   e. Various clearances pertaining to fixed structures, OHE wires and OHE structures, as recommended by RDSO, shall be adhered to before introducing operation of subject rolling stock.

   f. Before introduction of DSDC on a route, Electrical Inspector (EIG) of concerned Zonal Railway shall approve special clearance study report of restricted head room for over line structures on particular line/track in the route either already electrified or planned to be electrified.

   g. Observance of all conditions laid down in RDSO's Final Speed Certificate referred at (iii) & (iv) above, for BLCM (22t) and BLC (20.32t) respectively. Remarks of the Zonal Railway against each para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

   h. 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.



i. Signaling requirement with respect to maximum permissible speed as per standard of *Interlocking given in Indian Railways Signal Engineering Manual, July 2021, **para no. 7.8.9** shall be followed.*

j. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable so that all operating staff is aware of the instructions.

k. 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.

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

m. Only wagons with twin-pipe brake system shall be permitted to run beyond 75 kmph in loaded condition. Air brake system of wagons with twin-pipe shall be in working order for operation beyond 75 kmph in loaded condition.

n. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

o. Before initiating the operation over Indian Railway, PCME of the concerned Zonal Railway shall certify the service worthiness (track worthiness) and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

p. In Zonal Railway CBE shall coordinate for running DSDC on different routes.

6. This supersedes earlier Railway Board letter No. 2019/CEDO/SR/07/O, Dated 18.04.2019.

11/05/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2019/CEDO/SR/07/O **New Delhi, dated 11.05.2022**

Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Office compound of DRM/NER,Ashok Marg, Lucknow
2. The Commissioner of Railway Safety, All Circles
3. Executive Director (Standards) Motive Power
4. Executive Director Standards/Track, RDSO, Lucknow
5. EDME (Freight), Railway Board

11/05/22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

3386029
(103)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/05(1)

New Delhi, dated 06.05.2022

The Director General,
Research Design &
Standard Organisation,
Manak Nagar, -226011

The General Manager,
All Indian Railways

Sub : Introduction of BG Bogie **Ammonia Tank** wagon type **'BTALNM1' [Maximum Axle Load:20.03t]** to RDSO's Drawing No. WD-14002-S-52 Alt.1 at maximum speed up to **100 kmph in empty** and **90 kmph in loaded** conditions over IR B.G. routes, *by Zonal Railways*

Ref: (i) RDSO's letter No. MW/CS/BTAL, dated 02.06.2021

(ii) RDSO's Revised Final Speed Certificate (FSC) No. RDSO-MW0SPD(TANK)/3/2020-O/o PED/SW/RDSO Dated 21.01.2021

(iii) CCRS office's letter No. Q.12011/03/2021-22- T.W. dated 17.02.2022

With reference to RDSO above application no. MW/CS/BTAL, dated 02.06.2021; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of BG Bogie **Ammonia Tank** wagon type **'BTALNM1' [Maximum Axle Load:20.03t]** to RDSO's Drawing No. WD-14002-S-52 Alt.1, sent through Chief Commissioner of Railway Safety, Lucknow up to maximum speed of **100 kmph in Empty** condition and **90 kmph in Loaded** condition over IR B.G. routes, *by Zonal Railways* with the following stipulations:

i. Observance of all conditions laid down in RDSO's Revised Final Speed Certificate No RDSO-MW0SPD(TANK)/3/2020-O/o PED/SW/RDSO Dated 21.01.2021 for operation up to maximum speed of **100 kmph in empty** and **90 kmph in loaded**, shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway. All the documents required for the sanction of General Manager, 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.

Signature

06/5/22

iii. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable so that all operating staff is aware of the instructions.

iv. 100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track.

v. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

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

vii. Only wagons with twin-pipe brake system shall be permitted to run beyond 75 kmph. Air brake system of wagons with twin-pipe shall be in working order for operation beyond 75 kmph.

viii. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

ix. Before initiating the operation, PCME of the concerned Railway shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

06/5/22

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Phone: 030-47598(Rly) : 011-23047598(MTNL)]

e-mail address :dceg@rb.railnet.gov.in

No.2022/CEDO/SR/05(1) Date: 06-05-2022

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.12011/03/2021-22- T.W. dated 17.02.2022
2. Executive Director (Standards)Motive Power, RDSO, Lucknow
3. Executive Director (Standards) Track-I, RDSO, Lucknow
4. Executive Director ME(Fr), Railway Board

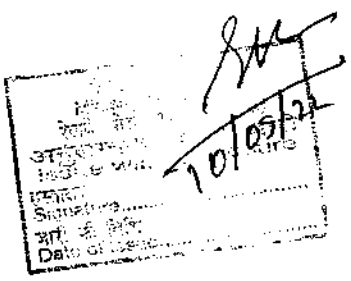
06/5/22

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Phone: 030-47598(Rly) : 011-23047598(MTNL)]

e-mail address :dceg@rb.railnet.gov.in



3386029
(105)

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

आज़ादी का अमृत महोत्सव
Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/05(2)

New Delhi, dated 06.05.2022

The Director General,
Research Design&
Standard&Organisation,
Manak Nagar, -226011

Sub:- Revalidation of the RDSO's Provisional Speed Certificate no. MW/CS/BTAL dated 30.10.2014 with its Amendment No.1 dated 06.07.2016 for BTALNM (Variant-B)

Ref:- (i) Railway Board's letter No. 2022/CEDO/SR/05(1), dated 06.05.2022
(ii) RDSO's letter No. MW/CS/BTAL, dated 02.06.2021
(iii) CCRS office's letter No. Q.12011/03/2021-22- T.W. dated 17.02.2022

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of BG Bogie **Ammonia Tank** wagon type **'BTALNM1' [Maximum Axle Load:20.03t]** to RDSO's Drawing No. WD-14002-S-52 Alt.1 at maximum speed up to **100 kmph in empty** and **90 kmph in** loaded conditions over IR B.G. routes *by Zonal Railways* vide Railway Board's letter under reference (i) above. CCRS, while recommending for introduction of above Rolling Stock to the Railway Board has suggested the following stipulation:

'RDSO's Provisional Speed Certificate no. MW/CS/BTAL dated 30.10.2014 with its Amendment No. 1dated 06.07.2016 for BTALNM (Variant-B) wagon has expired; it may be revalidated for further operation of this wagon'.

RDSO is requested to examine above and take necessary action. The compliance of the same should also be submitted to CCRS.

ok 06/5/22

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-47598(Rly) : 011-23047598(MTNL)]
e-mail address :dceg@rb.railnet.gov.in

ok
Issue plz
09/05/2022

रेल मंत्रालय Ministry of Railways
09/05/2022

(106)

No.2022/CEDO/SR/05(2) Date: 05-06-2022

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.12011/03/2021-22- T.W. dated 17.02.2022
2. Executive Director (Standards)Motive Power, RDSO, Lucknow
3. Executive Director (Standards) Track-I, RDSO, Lucknow
4. Executive Director ME(Fr), Railway Board

(गौरव)

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e-mail address :dceg@rb.railnet.gov.in

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SD/RS/03 **New Delhi, dated 06.05.2022**

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

The General Manager,
All Indian Railways

The Managing Director,
DFCCIL,
5th floor, Pragati maidan.
Metro Station Building Complex,
New Delhi-110001

Sub : Condonation of infringement to IRSOD(BG),Revised-2004 and SSOD(BG) for Eastern and Western DFC of Indian Railways, January-2013 by **maximum height of floor (1391mm), minimum rigid wheel base (1800mm)** and **maximum distance apart between any two adjacent axles (12500mm)** of **Points & Crossing Tamping Machine (PCT) -Model-UNIMAT 08-4X4/4S supplied by M/S Plasser India**

Ref: (i) RDSO letters no. CT/TMM/GENERAL, dated 13.12.2021
(ii) CCRS letter no. Q-14011/12/2021-22-T.W., dated 21.01.2022

With reference to your above applications {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement w.r.t. Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004 by (**maximum height of floor/1391mm instead 1345mm), (minimum rigid wheel base/1800mm instead 1830mm) , (maximum distance between two adjacent axles/12500mm instead 12345mm**) and Chapter –IV & XI of SSOD for Eastern & Western DFC by **minimum rigid wheel base 1800mm instead 1830mm** of Points & Crossing Tamping Machine (PCT) -Model-UNIMAT 08-4X4/4S, as shown in details enclosed with above mentioned application, reproduced as under:

A. **Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004**

(i) **Clause 9** –*Maximum height above rail level for floor of any unloaded vehicle* by 46 mm (1391mm instead of 1345mm)

(ii) **Clause 18(i)** -*Minimum rigid wheel base for bogie truck of any vehicle* by 30mm (1800 instead of 1830mm).

(iii) **Clause 21** - Maximum distance apart between any two adjacent axles by 155mm (12500 instead of 12345mm).

B. **Chapter –IV & XI of SSOD for Eastern & Western DFC of IR, January-2013**

06/5/22

(i) Clause 4.4.4 of EDFC & 11.4.4 of WDFC – Minimum rigid wheel base for bogie truck of any vehicle by 30 mm (1800 mm instead of 1830mm).

2. It is noted that Unique Transportation Code of the proposed machine is not available. RDSO is advice to issue Speed Certificate of above Machine with the Transportation Code.

06/5/22

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
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e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement No. Q-14011/12/2021-22-T.W., dated 21.01.2022
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar,Lucknow
4. EDTk(M&Mc)/Railway Board, New Delhi

06/5/22

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
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e-mail address :dceg@rb.railnet.gov.in

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आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SD/RS/03

New Delhi, dated 06.05.2022

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

The General Manager,
All Indian Railways

The Managing Director,
DFCCIL,
5th floor, Pragati maidan.
Metro Station Building Complex,
New Delhi-110001

Sub : Condonation of infringement to IRSOD(BG),Revised-2004 and SSOD(BG) for Eastern and Western DFC of Indian Railways, January-2013 by **maximum height of floor (1391mm), minimum rigid wheel base (1800mm)** and **maximum distance apart between any two adjacent axles (12500mm)** of **Points & Crossing Tamping Machine (PCT) -Model-UNIMAT 08-4X4/4S supplied by M/S Plasser India**

Ref: (i) RDSO letters no. CT/TMM/GENERAL, dated 13.12.2021
(ii) CCRS letter no. Q-14011/12/2021-22-T.W., dated 21.01.2022

With reference to your above applications {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement w.r.t. Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004 by (**maximum height of floor/1391mm instead 1345mm**), (**minimum rigid wheel base/1800mm instead 1830mm**) , (**maximum distance between two adjacent axles/12500mm instead 12345mm**) and Chapter –IV & XI of SSOD for Eastern & Western DFC by **minimum rigid wheel base 1800mm instead 1830mm** of Points & Crossing Tamping Machine (PCT) -Model-UNIMAT 08-4X4/4S, as shown in details enclosed with above mentioned application, reproduced as under:

A. **Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004**

(i) **Clause 9** –*Maximum height above rail level for floor of any unloaded vehicle* by 46 mm (1391mm instead of 1345mm)

(ii) **Clause 18(i)** -*Minimum rigid wheel base for bogie truck of any vehicle* by 30mm (1800 instead of 1830mm).

(iii) **Clause 21** - Maximum distance apart between any two adjacent axles by 155mm (12500 instead of 12345mm).

10-5-22

06/5/22

(110)

B. **Chapter –IV & XI of SSOD for Eastern & Western DFC of IR, January-2013**

(i) Clause 4.4.4 of EDFC & 11.4.4 of WDFC – Minimum rigid wheel base for bogie truck of any vehicle by 30 mm (1800 mm instead of 1830mm).

2. It is noted that Unique Transportation Code of the proposed machine is not available. RDSO is advice to issue Speed Certificate of above Machine with the Transportation Code.

6/5/22

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Phone: 030-47598(Rly) : 011-23047598(MTNL)]

e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SD/RS/03

New Delhi, dated 06.05.2022

Copy forwarded for information to :

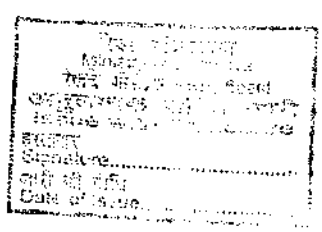
1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement No. Q-14011/12/2021-22-T.W., dated 21.01.2022
2. Commissioner of Railway Safety, All Circles
3. ED Standards (Track-1), RDSO, Manak Nagar,Lucknow
4. EDTk(M&Mc)/Railway Board, New Delhi

(गौरव)

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(111)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SR/30(1) **New Delhi, dated 27.04.2022**

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

The General Manager,
All Indian Railways

Sub:- Introduction of operation of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type **(8W-DETC)** to manufacturer M/s San Engineering & Locomotive Co. Ltd.'s General Arrangement Drawing No. SNSK4663 **[Unique Transportation Code: CRU/8W-DETC/S, Max. Axle Load: 19.93t]**, having pneumatic suspension in secondary stage, up to a **maximum speed of 110 kmph** on track maintained as per provisions of Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref:- (i) CCRS letter No. Q.12011/04/2021-22- T.W., dated 25.12.2021
(ii) RDSO's letter No.RDSO-TI0LKO(OHE)/19/2020-O/o PED/TI/RDSO, dated 23.07.21.and dated 09.02.2022
(iii) RDSO's Final Speed Certificate (FSC) No. MC/8W DETC/SAN, dated 19.07.21 and its Amendment No.1 dated 29.09.2021

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type (8W-DETC) to manufacturer M/s San Engineering & Locomotive Co. Ltd.'s General Arrangement Drawing No. SNSK4663 **[Unique Transportation Code: CRU/8W-DETC/S, Max. Axle Load: 19.93t]**, having pneumatic suspension in secondary stage, up to a maximum speed of 110 kmph on track maintained as per provisions of Para 522 of Indian Railways Permanent Way Manual, June-2020,with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No. MC/8W DETC/SAN, dated 19.07.2021 for operation up to a maximum speed of 110kmph, shall be ensured on the Railway while seeking the sanction of General Manager, for introduction of rolling stock on the Railway All the documents required for the sanction of General Manager 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 permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.

iii. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable.

29/4/22

iv. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, Para no. 7.8.9 shall be followed.

v. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures/OHE masts or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.

vi. Any part which are meant for operation/movement during operation/maintenance e.g. crane, swiveling platform etc. provided on the vehicle shall be in closed and locked down condition during movement and while standing under 25kV AC OHE such that no parts of the vehicle extend beyond the MMD envelop & also to ensure minimum electrical clearance as per SoD.

vii. Before starting the operation, the PCEE of the concerned Railway shall arrange to certify the track worthiness and safety of the Rolling stock and they shall also ensure proper maintenance of the rolling stock.

viii. In case of any secondary air spring gets deflated during operation, the maximum speed of this rolling stock shall be brought down to 60 kmph and this rolling stock shall be withdrawn from service and brought for attention to a maintenance shed or taken to a siding as situation demands, at earliest opportunity.

ix. Brakes of the rolling stock shall be in good working order during the operation.

28/11/22

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Phone: 030-47598(Rly) : 011-23047598(MTNL)]

e-mail address :dceg@rb.railnet.gov.in

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.12011/04/2021-22- T.W., dated 25.12.2021
2. The Commissioner of Railway safety, All Circles.
3. Executive Director (Standards)Motive Power, RDSO, Lucknow
4. Executive Director (Standards)Track-1, RDSO, Lucknow
5. ED Railway Electrification, Railway Board

28/11/22

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Phone: 030-47598(Rly) : 011-23047598(MTNL)]

e-mail address :dceg@rb.railnet.gov.in

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature 28/11/22
जारी की तिथि
Date of Issue

(113)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SR/30(2) **New Delhi, dated 27.04.2022**

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

Sub:- Improvement of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type **(8W-DETC)** to manufacturer M/s San Engineering & Locomotive Co. Ltd.'s General Arrangement Drawing No. SNSK4663 **[Unique Transportation Code: CRU/8W-DETC/S, Max. Axle Load: 19.93t]**, having pneumatic suspension in secondary stage, up to a **maximum speed of 110 kmph**.

Ref:- (i) Railway Bd's letter 2021/CEDO/SR/30(1), dated 27.04.2022
(ii) RDSO's letter No. RDSO-TI0LKO(OHE)/19/2020-O/o PED/TI/RDSO, dated 23.07.21 and dated 09.02.2022
(iii) CCRS's letter No. Q.12011/04/2021-22- T.W., dated 25.12.2021

With reference to your above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board has been communicated for introduction of operation of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type (8W-DETC) to manufacturer M/s San Engineering & Locomotive Co. Ltd.'s General Arrangement Drawing No. SNSK4663 **[Unique Transportation Code: CRU/8W-DETC/S, Max. Axle Load: 19.93t]**, having pneumatic suspension in secondary stage, up to a maximum speed of 110 kmph on track maintained as per provisions of Para 522 of Indian Railways Permanent Way Manual, June-2020, vide Railway Board's letter under reference (i) above.

A. CCRS, while recommending for introduction of this Rolling Stock to Railway Board has suggested ***following measures to be taken future improvement of the above rolling stocks are reproduced as under:***

i. It was observed that legroom in the both cabs of Tower Car is less. As tower car is meant for day-to-day routine inspection of OHE which require standing of more than one official in Cab during foot plating etc., the less space may make it cumbersome and pose difficulties to Loco pilot to drive Tower Car. Hence, layout of tower car may be reviewed to increase the size of both the cabs by suitably utilising the available space and compromising the redundant facilities like removing of two berther when 4 berther can serve the purpose and removing the bath area as the same may not be required in departmental vehicles. There is possibility of increasing the leg space by shifting the central part of the driver's desk towards the coach body by rearranging cables and shifting the wiper mechanism on the upper portion.

ii. Provision of sanding arrangement to be incorporated in 8W-DETC specification.

iii. Provision of air-conditioning of driver's cabs may also be explored.

iv. Provision of CCTV camera recording may be explored.

v. Provision of bio-toilet to be explored.

vi. OHE sensing device interlocking with lifting platform to be provided.

vii. 8-wheeler tower cars with dual transmission system may be explored.

viii. Provision of Stand-alone Emergency lights may be made.

ix. Provision of Aerosol based fire suppression system inside control panels may be explored for future improvement as fire prevention measures.

x. In case of only one traction motor working, Stock should be allowed to operate only at suitable restricted speed to clear the block section. Presently, it can run continuously with no speed limit thus overloading the motor continuously. Necessary instructions should be issued by RDSO in this regard.

xi. Flexible type microphone and hands-free speaker like PA system may be explored in place of telephone.

xii. Handle for switching battery on/off for 24 V DC batteries to be provided on both sides.

xiii. Pantograph provided for OHE stagger recording is very close to observation dome window. It may cause discomfort/fatigue to staff in case of prolonged observation/recording. In view of the above, feasibility of shifting the panto graph away from the dome or more inclination of seat backward may be explored.

xiv. Heaters with fan are provided in both the cabs. Vane relay should be provided in these heaters to cut-off heaters if fan blades are jammed or free.

B. PED/Coaching, Railway Board advise further course of action as under :

'As sectional speeds are being increased, it is recommended that the Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type (8W-DETC) should be suitably designed for 130kmph.'

RDSO is requested to examine above and take necessary action for ***future improvement of the above rolling stocks***. The compliance of the same should also be submitted to CCRS.

27/4/22

(गौरव)

निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

[Phone: 030-47598(Rly) : 011-23047598(MTNL)]

e-mail address :dceg@rb.railnet.gov.in

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.12011/04/2021-22- T.W., dated 25.12.2021
2. Executive Director (Standards)Motive Power, RDSO, Lucknow
3. Executive Director (Standards)Track-1, RDSO, Lucknow
4. ED Railway Electrification, Railway Board

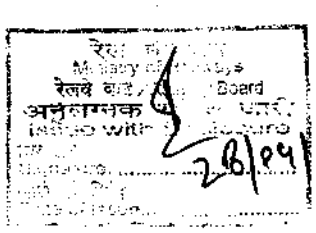
27/4/22

(गौरव)

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(115)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

2011/CEDO/SD/17//O/Pt.V **New Delhi, Dated 25.04.2022**

Addressed to :
(as per list mentioned below)

Sub: **Addendum & Corrigendum Slip (ACS) No. 6** to "Standard Schedule of Dimensions, 1676mm Gauge (Broad Gauge) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013".

The Ministry of Railways (Railway Board) have decided that the following Clause of "Standard Schedule of Dimensions, 1676 mm Gauge (Broad Gauge) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013" be amended as shown in the enclosed Addendum & Corrigendum Slip (ACS) No. 6.

1. Clause 4.3.1, 4.3.2 & 4.3.3 of Chapter-IV
2. Clause 11.3.1, 11.3.2 & 11.3.3 of Chapter-XI

Enclosure: ACS No. 6

25.04.22
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

List for Distribution:

1. General Managers, All Indian Railways & Production Units
2. Managing Director, DFCCIL, 5th Floor, Pragati Maidan Metro Station, New Delhi – 110001
3. Principal Chief Engineers and Chief Administrative Officers (Con.), All Indian Railways
4. Director General, RDSO,Manak Nagar, lucknow
5. Director General, National Academy of Indian Railways, Vadodara
6. Chief Commissioner of Railway Safety, Ashok Marg, lucknow
7. Commissioner of Railway Safety, All Circles
8. Director, IRICEN,Rail Path, Pune -411001 (Maharashtra)
9. Director, IRIEEN,P.B. No. -233, Nasik Road - 422101 (Maharastra)
10. Director, IRISET,Taar Naka Road, lalla Guda, Secunderabad
11. Director, IRIMEE,Jamalpur- 811214 (Bihar)

Copy to

1. Concerned PSO for kind information of Chairman cum CEO, M/Infra, M/T&RS M/O&BD, M/Finance, Railway Board
2. DG(RHS), AM(CE), AM(Works), AM(Elec.), AM(RS), AM(ME), AM/Tele, AM/C&IS, AM/Sig., AM(Plg.), PED(B&S), PEDCE(P), EDCE(G), EDTK(M&MC), EDCE(B&S), ED(Works), EDW(Plg.), ED/Project(Mon.), ED(L&A), ED(PSU), ED(Safety), ED(Sig. Dev.), ED(Tele), EDRS(G), EDRE, EDEE(G), EDME(Chg.), EDME(Frt.), ED/Plg. of Railway Board.

रेल मंत्रालय Railways Board
जारी किया गया
Issued
Signature
Date 27/04/22 O/C
Enclosure

ISSUE PLS
26-4-22

Addendum & Corrigendum Slip (ACS) No. 6 to Standard Schedule of Dimensions, BG, for Eastern and Western Dedicated Freight Corridors of Indian Railways, January 2013

Clause 4.3 of Chapter – IV 'Rolling Stock (Wagon)' of Eastern Corridor and Clause 11.3 of Chapter – XI 'Rolling Stock (Wagon)' of Western Corridor at page 13 and 43 respectively shall be read as under :

4.3 Buffers & Couplings

Clause	Items	Dimensions
4.3.1	Distance apart for centres of buffers	1956mm
4.3.2	Maximum height above rail level for centres of buffers & CBC couplers for unloaded vehicle	1105mm
4.3.3	Minimum height above rail level for centre of buffers & CBC couplers for fully loaded vehicle	1030mm
Note: In case of wagons operated in unitization concept having different coupler heights/shackless draw bar height, the maximum height of coupling line at the outer ends of the Unit shall be as per clause 4.3.2 & minimum height of coupling line at the outer ends of the Unit shall be as per clause 4.3.3. The minimum height of coupling line at other than outer ends shall not be less than 770mm in fully loaded condition and 845mm in unloaded condition.		

11.3 Buffers & Couplings

Clause	Items	Dimensions
11.3.1	Distance apart for centres of buffers	1956mm
11.3.2	Maximum height above rail level for centres of buffers & CBC couplers for unloaded vehicle	1105mm
11.3.3	Minimum height above rail level for centre of buffers & CBC couplers for fully loaded vehicle	1030mm
Note: In case of wagons operated in unitization concept having different coupler heights/shackless draw bar height, the maximum height of coupling line at the outer ends of the Unit shall be as per clause 11.3.2 & minimum height of coupling line at the outer ends of the Unit shall be as per clause 11.3.3. The minimum height of coupling line at other than outer ends shall not be less than 770mm in fully loaded condition and 845mm in unloaded condition.		

25.04.2022

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/ORI/O/IR-DFCCIL/Exigencies **New Delhi dated. 18.04.2022**

The Director General,
RDSO,
Manak Nagar - 226011

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Pragati Maidan,
Metro Station Building Complex,
New Delhi - 110001

Sub:- Running of Passenger services on DFCs network during exigencies

Railway Board (MOBD, CRB&CEO), have decided that in case of exigencies, **running of passenger carrying train on DFCCIL network on corresponding IR lines can be permitted**, subject to the fulfillment of Rule 24 as the case may be of **"The Railways Opening for Public Carriage of Passenger Rule, 2000".**

(अजीत कुमार झा)
कार्यपालक निदेशक/सिविल इंजिनियरिग(जी)
रेलवे बोर्ड
[Phone: 030-44803: Rly: 011-23383379:MTNL]
e-mail address: edceg@rb.railnet.gov.in

Copy forwarded for information to :

The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow.

O/C
ISSUE PLS
19-4-2022

(अजीत कुमार झा)
कार्यपालक निदेशक/सिविल इंजिनियरिग(जी)
रेलवे बोर्ड
[Phone: 030-44803: Rly: 011-23383379:MTNL]
e-mail address: edceg@rb.railnet.gov.in

रेल मंत्रालय Ministry of Railways रेलवे बोर्ड / Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर Signature.....
जारी की तिथि Date of Issue.....

आज़ादी का अमृत महोत्सव

Government of India
Ministry of Railways
(Railway Board)

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SR/01 **New Delhi, Dated 06.04.2022**

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

The General Manager,
All Indian Railways

Sub: Introduction of BG **ICF design Automobile Carrier Coach** with **side entry [Unique Transportation Code: NMGHS, Max. Axle Load: 16.25]** to RDSO's Drawing no. RDSO/CG/DRG/21008, up to a **maximum speed of 110 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref: (i) RDSO's letter No. MC/MV/MARUTI/Sanction/NMGHS, Dated 20.12.2021
(ii)RDSO's Final Speed Certificate (FSC) no. MC/MV/MARUTI, Dated 20.12.2021 & its Amendment no.1, Dated 17.01.2022
(iii) CCRS's letter no. Q.12011/20/2021-22&T.W. Dated 04.02.2022

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of BG **ICF design Automobile Carrier Coach** with **side entry [Unique Transportation Code: NMGHS, Max. Axle Load: 16.25]** to RDSO's Drawing No. RDSO/CG/DRG/21008, up to a **maximum speed of 110 kmph** over Indian Railways, by Zonal Railways on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020, with the following stipulations :

i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) no. MC/MV/MARUTI dated 20.12.2021 with Amendment no.1, dated 17.01.2022, for operation up to a maximum speed of 110 kmph, shall be ensured on the Railway, while seeking the sanction of General Manager, for introduction of the rolling stock on the Railways. All the documents required for the sanction of General Manager as per 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. For speed For speed up to 75 kmph, the track shall be to a minimum standard of 52 kg (72 UTS) rail laid on PSC sleeper with 1540 Nos/Km on 250 mm ballast cushion below the sleepers, which may consist of 100 mm clean and rest in caked up condition, on compacted and stable formation.

iii. For speed more than 75 kmph & upto 110kmph, the track shall be to a minimum standard of 52 kg (90 UTS) rail laid on PSC sleeper with 1540 Nos /Km on 250 mm ballast cushion below the sleepers, which may consist of 100mm clean and rest in caked up condition, on compacted and stable formation.

06/4/22

iv. As per Para 6.1.2 of Revised Policy Circular-6 Dated 31.10.2018, trains will be introduced in the sections at the speeds as per provision of General Rules 1976–Rule 4.08 1(a).

v. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.

vi. While running through a station, speed of the train shall be restricted to the maximum permissible speed as per standard of interlocking provided at the station.

vii. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable.

viii. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking *given in Indian Railways Signal Engineering Manual, July 2021, **para no. 7.8.9** shall be followed.*

ix. Before starting the operation, the PCME of the concerned Railway shall arrange to certify the track worthiness and safety of the Rolling stock. Proper maintenance of the rolling stock shall be ensured.

x. Brakes of the rolling stock shall be in good working order during the operation.

xi. Railway should do proper corrosion study of headstock and underframe before taking up coach for conversion.

06/4/2022

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SR/01 **New Delhi, Dated 06.04.2022**

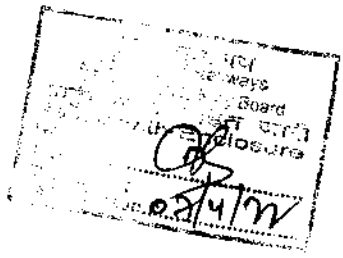
Copy forwarded for information to:

1. The Chief Commissioner of Railway Safety, Office Compound of DRM/NER, Ashok Marg, Lucknow, w.r.t. his endorsement No. Q.12011/20/2021-22&T.W. Dated 04.02.2022
2. Executive Director (Standards) Motive Power, RDSO, Lucknow
3. Executive Director (Standards) Track-I, RDSO, Lucknow
4. Executive Director ME(Chg.), Railway Board
5. Executive Director ME(Fr), Railway Board

06/04/2022

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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आज़ादी का अमृत महोत्सव

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

Azadi K. Amrit Mai

No. 2021/CEDO/SR/28 **New Delhi, dated 04.04.2022**

The Director General,
RDSO,
Manak Nagar, -226011.

The General Manager,
All Indian Railways

Managing Director,
DFCCIL,
5th Floor, Pragati Maidan,
Metro Station Building Complex,
New Delhi – 110001.

Sub: Introduction of new type of rolling stock Broad Gauge Bogie Rail wagon type '**BRNM1**' **[Maximum Axle Load:20.32t]** to RDSO's Drawing No. WD-84013-S-01 Alt.8 at maximum speed up to 100 kmph in both empty and loaded conditions over **IR B.G. routes,** by Zonal Railways and **Eastern Freight Corridor & Western Freight Corridor of DFCs routes,** by DFCCIL

Ref : (i) CCRS letter No. Q.12011/02/2021-22- T.W., dated 25.12.2021
(ii) RDSO's letter No. MW/BRN, dated 03.06.2021
(iii) RDSO's Final Speed Certificate (FSC) No. MW/BRNM1, dated 28.05.21

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of operation of new type of rolling stock Broad Gauge Bogie Rail wagon type '**BRNM1**' **[Maximum Axle Load:20.32t]** to RDSO's Drawing No. WD-84013-S-01 Alt.8 at maximum speed up to 100 kmph in both empty and loaded conditions over **IR B.G. routes,** by Zonal Railways and **Eastern Freight Corridor & Western Freight Corridor of DFCs routes,** by DFCCIL, with the following stipulations:

i. Observance of all conditions laid down in RDSO's Final Speed Certificate No. MW/BRNM1 Dated 28.05.2021 for operation up to a maximum speed of 100 kmph in empty and loaded both conditions, 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 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.

04.04.2022

iii. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways/DFCCIL and incorporated in the working timetable so that all operating staff is aware of the instructions.

iv. 100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track.

v. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, para no. 7.8.9 shall be followed.

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

vii. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

viii. Before initiating the operation, PCME of the concerned Railways/GGM (Mechanical) of the DFCCIL shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

04.04.2022

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Phone: 030-47598(Rly) : 011-23047598(MTNL)]
e-mail address: dceg@rb.railnet.gov.in

No. 2021/CEDO/SR/28 **New Delhi, dated 04.04.2022**

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.12011/02/2021-22- T.W., dated 25.12.2021
2. Executive Director (Standards) Motive Power, RDSO, Lucknow
3. Executive Director (Standards) Track-I, RDSO, Lucknow.
4. EDME (Freight), Railway Board

04.04.2022

गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Issue pls
05/04/2022

6/4/22

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आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SD/RS/04 **New Delhi, dated 31.03.2022**

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

Sub Condonation of infringement to IRSOD(BG), Revised-2004 by **height of buffers & CBC couplers when fully loaded (1013mm)** of MEMU coaches having 3-phase IGBT based propulsion system with SS Car body with **modified suspension system** [*Transportation Code MEMUDUHS for DMC and MEMUTUHS for TC coaches*] and having pneumatic suspension in secondary stage as per ICF RDSO Drawing Nos. MEMU/DMC3-9-0-301 for DMC and MEMU/TC2-9-0-201 for TC manufactured by ICF Chennai

Ref: (i) RDSO letters no. CT/DEL/AC/EMU/BG, dated 15.12.2021
(ii) CCRS letter no. Q-14011/11/2021-22-T.W. , dated 21.01.2022

With reference to your above applications{ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement w.r.t. Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004 by **height of buffers & CBC couplers (1013mm)** of MEMU coaches having 3-phase IGBT based propulsion system with SS Car body with **modified suspension system** [*Transportation Code MEMUDUHS for DMC and MEMUTUHS for TC coaches*] and having pneumatic suspension in secondary stage, manufactured by ICF Chennai, as shown in details enclosed with above mentioned letter, detail of infringement as under:

Clause 14 – Minimum height above rail level for centres of buffers & CBC couplers when fully loaded, by 17 mm (1013mm instead of 1030mm)

31.03.2022
(गौरव)

Issue ple
01/04/2022

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

No. 2022/CEDO/SD/RS/04 **New Delhi, dated 31.03.2022**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement No. Q-14011/11/2021-22-T.W., dated 21.01.2022
2. Commissioner of Railway Safety, all Circles
3. Director Standards (Track-1), RDSO, Manak Nagar,Lucknow
4. EDME(Coaching) & EDEE(G) Railway Board, New Delhi

31.03.2022
(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

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

आज़ादी का अमृत महोत्सव

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SR/25 **New Delhi, Dated 23.03.2022**

The Director General,
RDSO,
Manak Nagar, -226011.

The General Manager,
All Indian Railways

Sub:- Introduction of Work Site Tamper (with flat car) Model VPR-02M, manufactured and supplied by M/s Metex JSC, Moscow **[Unique Transportation Code- TTM/VPR-02M**; Maximum Axle Load: **12.5 t]** to GA Drawing no. 23.00.00.000 BO (Sheet 1 & 2) upto a **maximum speed of 50 kmph when running on its own power** and **45 kmph in train formation as a dead vehicle** from existing maximum speed of 35 kmph over IR, by Zonal Railways

Ref: (i) CCRS's letter No.Q.12011/07/2021-22/ T.W. dated 29.09.2021
(ii) RDSO's letter No TM/HM/11/13/WST, dated 13.08.2021 & 14.01.2022
(iii) RDSO's Final Speed Certificate (FSC) no. TM/HM/11/13/WST, dated 30.07.2021
(iv) Railway Board's letter no. 2004/CEDO/SR/15 dated 06.10.2004

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Work Site Tamper (with flat car) Model VPR-02M, manufactured and supplied by M/s Metex JSC, Moscow **[Unique Transportation Code-TTM/VPR-02M; Maximum Axle Load: 12.5 t]** to GA Drawing no. 23.00.00.000 BO (Sheet 1 & 2) upto a **maximum speed of 50 kmph when running on its own power** and **45 kmph in train formation as a dead vehicle** from existing maximum speed of 35 kmph over IR, by Zonal Railways with the following stipulations:

A.

i. Observance of all conditions laid down in RDSO's Final Speed Certificate (FSC) No. TM/HM/11/13/WST, Dated 30.07.2021 respectively for operation up to a maximum speed of 50 kmph when running on its own power and 45 kmph in train formation as a dead vehicle. Remarks of the Railway against each para of the Speed Certificate shall be submitted to the Commission before start of actual operation of rolling stock.

ii. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.

iii. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable.

23/3/2022

iv. Signalling requirement with respect to maximum permissible speed as per standard of Interlocking given in Indian Railways Signal Engineering Manual, July 2021, para no. 7.8.9 shall be followed.

v. Before initiating the movement of the machine, Chief Engineer/Track Machine of the concerned Railway shall arrange to certify the track worthiness and safety of the Rolling stock and they shall also ensure proper maintenance of the rolling stock.

vi. Brakes of the machine shall be in good working order during the operation.

vii. When the machine is being moved either on its own power or hauled in train, it shall be ensured that all the 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.

viii. The machine when running in train formation, a speed restriction of 15 kmph shall be imposed on diamond crossings. No speed restriction on main line route at points and crossings is required. Speed restriction on turnout side of points and crossings shall be 15 kmph. The movement of the machine in case of Track Machine in block section, instructions of the para 708(4) of Indian Railways Track Machine Manual, Septemer-2019 shall be followed.

ix. Worksite Tamper machine shall be maintained as per 'Maintenance manual for 'Worksite Tamper Machines' issued by RDSO.

B. This supersedes Railway Board's letter no. 2004/CEDO/SR/15 dated 06.10.2004.

23/3/2022

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No.-011-23047598]

e-mail address :dceg@rb.railnet.gov.in

No. 2021/CEDO/SR/25 **New Delhi, Dated 23.03.2022**

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.12011/07/2021-22/ T.W. dated 29.09.2021
2. Executive Director (Standards)Motive Power, RDSO, Lucknow
3. Executive Director (Standards) Track-I, RDSO, Lucknow
4. Executive Director Tk(M&MC)Railway Board

23/3/2022

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

24/03/22

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SD/RS/05 New Delhi, Dated 22/03/2022

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

Sub: Condonation of infringement for operation of single stack Non-ISO Gati Shakti (Cube) containers in empty and loaded condition on Broad Gauge Low Platform Bogie Container Flat wagon type BLC/BLCM/BLCS/BLL/BLLM (Car- A & B) over Indian Railway B.G routes & routes of Eastern and Western Dedicated Freight Corridors of DFCCIL

Ref: (i) RDSO's letter no. CT/CONTR/BG/MG, Dated 20.01.2022
(ii) CCRS office letter No. Q.14011/16/2021-22-TW , Dated 22.03.2022

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for condonation of infringement for operation of single stack Non-ISO Gati Shakti (Cube) containers in empty and loaded condition on Broad Gauge Low Platform Bogie Container Flat wagon type BLC/BLCM/BLCS/BLL/BLLM (Car- A & B) over Indian Railway, by *Zonal Railways* and over DFCCIL system by *DFCCIL*, has observed as under:

"In RDSO's Drawing no. WD-22005-S-05 and WD-22005-S-06 for BLL/BLLM (A-Car) &BLL/BLLM (B-Car), entries at S.No. 8,9 &10 are incorrect. RDSO may issue the revised drawings before the sanction of condonation of the subject rolling stock"

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

22.03.2022

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDME(Fr.) Railway Board

23/3/22

O/C
ISSUE PLS
23.3.22

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भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

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पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–Q.14011 / 16 / 2021–22–त.वि.

दिनांक–22.03.2022

सेवा में,
सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषय: Condonation of infringement for operation of single stack Non-ISO Gati Shakti (Cube) containers in empty and loaded condition on Broad Gauge Low Platform Bogie Container Flat wagon type BLC/BLCM/BLCS/BLL/BLLM (Car- A & B) over Indian Railways B.G routes & routes of Eastern and Western Dedicated Freight Corridors of DFCCIL

संदर्भ: (i) RDSO's letter No. CT/CONTR/BG/MG, dated 20.01.2022
(ii) This office's letter of even no. dated 07.02.2022
(iii) RDSO's letter no. CT/CONTR/BG/MG, dated 18.02.2022

Vide reference above, Executive Director (Track-I)/RDSO has approached this office seeking condonation of infringements to IR BG Schedule of Dimension (Revd. 2004) and DFCCIL-SOD by the subject rolling stock which infringes **Clause 2(ii)** *[Minimum diameter on the tread of new carriage or wagon wheel, measured at 63.5 mm from wheel gauge face]*, **Clause 11** *[Minimum height above rail level for floor of fully loaded goods vehicle]*, **Clause 14** *[Minimum height above rail level for centers of buffers & CBC couplers when fully loaded]* and **Clause 30** *[Maximum height above rail level at sides of unloaded vehicle]* of **Chapter IV(A) of IRSOD, BG Rev. 2004** and **Clause 4.3.3 of EDFC-SOD & Clause 11.3.3 of WDFC-SOD** *[Minimum height above rail level for centers of buffers & CBC couplers when fully loaded]*.

Vide reference (ii) [copy enclosed], RDSO was asked to furnish certain clarifications on the subject case. RDSO, vide reference (iii) [copy enclosed] submitted its reply.

Case has been examined by this office in light of abovementioned documents/clarifications and is found to be in order. Accordingly, the same is recommended for sanction of the Central Government with the following conditions:

i. Locations with restricted height overhead structures shall be identified by the Zonal Railway. Zonal Railway MUST ensure the removal of any infringement before starting operation of Non-ISO Gati Shakti (Cube) containers in single stack on BLC/BLCM/BLCS/BLL/BLLM (Car- A & B) wagons in electrified territory.

ii. All the necessary conditions related to infringements and various clearances to be ensured and precautions to be taken during operation by the Railways shall form part of the RDSO speed certificate, whenever issued.

iii. In RDSO's Drawing no. WD-22005-S-05 and WD-22005-S-06 for BLL/BLLM (A-Car) & BLL/BLLM (B-Car), entries at S.No. 8, 9 &10 are incorrect. RDSO may issue the revised drawings before the sanction of condonation of the subject rolling stock.

This is issued with the approval of Chief Commissioner of Railway Safety.

Ansiddiqui
22/3/2022
(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि :
कार्यकारी निदेशक मानक/रेलपथ–1, प्रशासनिक भवन, अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ–226011

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आज़ादी का अमृत महोत्सव

Government of India
Ministry of Railways
(Railway Board)

Azadi Ka Amrit Mahotsav

No. 2018/CEDO/SD/RS/IRSOD/ACS

New Delhi, dated 21.03.2022

The General Manager,
N. F. Railway (Construction)
Maligaon, Guwahati-781011.

The General Manager,
All Indian Railways

Sub: Construction for Trolley Refuges in tunnel No. 12 at km 105/650-115/920 between Tupul- Inmhal Section of Jiribam-Tupul-Imphal New BG Railway line Project of N.F.Railway Construction

Ref: GM/N.F.Railway (Cons) D.O. letter No. 2021/CAO/C-II/Inspections, Dated 28.02.2022, addressed to Member (Infra), Railway Board

With reference to above GM/N.F.Railway (Cons) D.O. letter No. 2021/CAO/C-II/Inspections, Dated 28.02.2022, addressed to Member (Infra), Railway Board, it is advised that Railway may take necessary action as per instruction mentioned in Board's letter No. 2018/CEDO/SD/RS/IRSOD/ACS , dated 06.11.2018 & 11.06.2019

DA: As above

21.03.22

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

O/C

ISSUE Pls.

23.3.22

Issued
Signature
जारी की तिथि
Date of issue
23/3/22

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

No. 2018/CEDO/SD/IRSOD/ACS

New Delhi, Dated 06.11.2018

Addressed to :
(As per list mentioned below)

Sub : Addendum & Corrigendum Slip (ACS) No. 25 to the Indian Railways Schedule of Dimensions (BG) 2004.

The Ministry of Railways (Railway Board) have decided that the opening paragraphs of Chapter-I, Schedules-I of Indian Railways Schedule of Dimensions 1676mm Gauge (B.G.) 2004 be amended, as shown in the enclosed Addendum & corrigendum Slip (ACS) No. 25.

Enclosure : ACS No. 25 (01 page).

Prem Sagar
06.11.18
(प्रेम सागर गुप्ता)
कार्यकारी निदेशक (सिविल इंजी.)/रेलवे बोर्ड
[Phone : Rly: 030-44803, MTNL011-23383379]

List for Distribution :

1. General Managers, All Indian Railways & Production Units
2. Principal Chief Engineers and Chief Administrative Officers (Con.), All Indian Railways
3. Director General, RDSO, Manak Nagar, Lucknow
4. Director General, NAIR, Vadodara
5. Chief Commissioner of Railway Safety, Ashok Marg, Lucknow
6. Commissioner of Railway Safety, All Circles
7. Director, IRICEN, Rail Path, Pune – 411001 (Maharashtra)
8. Director, IRIEEN, P.B. No. 233, Nasik Road – 422101 (Maharashtra)
9. Director, IRISET, Taar Naka Road, Lalla Guda, Secunderabad
10. Director, IRIMEE, Jamalpur – 811214 (Bihar)
11. Director, IRITM, IRITM Campus, Manak Nagar, Lucknow

Copy to :

- PSO/Sr. PPS to ME, MRS, MTr and MT for kind information of ME, MRS, MTr. and MT please
- AM(CE), AM(Works), AM(Planning), AM(ME), AM(Elec.), AM(PU), AM(Tele), AM(Sig), AM(Traffic), Adv.(Safety), Adv.(Project), Adv.(L&A), Adv.(Bridges)
- EDCE(G), EDCE(P), EDTk(M), EDTk(Mc), EDTk(P), EDCE(B&S), EDCE(B&S)-II, ED(Works), EDW(Plg.), ED(Project Mon.), ED(L&A)-I, ED(L&A)-II, ED(L&A)-III, ED(PSU), EDRE(P), ED(Safety)-I, ED(Safety)-II, ED(Sig), ED(Tele), EDME(Chg.), EDME(Frt.), EDME(Dev.), EDME(W), ED(Plg.), EDTT(S) in Railway Board.

Addendum & Corrigendum Slip (ACS) No. 25

To

Schedule-I, Indian Railways Schedule Of Dimensions (B.G.), Revised 2004

I. Amendment To Opening Paragraphs of Chapter-I : General

(At Page – 4 of IRSOD 2004)

Opening Paragraphs shall be read as under:

"The DIMENSIONS given in this Schedule-I have been classified under two heads namely for 'Existing works' and for 'New works'. Existing works means the works which were existing before issue of this Schedule of Dimensions (2004) and would help the field engineers to provide the information about previous dimensions followed at one place.

New works would include altogether new constructions, additions of new lines/structure, gauge conversion and doubling. However, it is not intended to include the works of alteration such as shifting of a points and crossings, extension of siding, building etc.

The dimensions, except for existing works, are to be observed on all 1676 mm gauge on Indian Railways for execution of new works, unless prior sanction has been obtained from the Railway Board through the Commissioner/Chief Commissioner of Railway Safety. Provided further that for execution of new works, any infringement to IRSOD Chapter I, II, III, V, VA & VB of Schedule I up to the limits prescribed, if any, in Schedule II or as mentioned against specific item in Schedule I, can be condoned by the Commissioner.

[See Diagram Nos. 1A, 1A (Modified), 1B, 1C and 1D]

Note:

(1) Items 8 and 10 are applicable only to structures outside station yards. All other items are of general applicability.

(2) For running EMU and other 3660mm Stock on existing works, clearances prescribed in item 13 of Chapter I "Tunnels, Through and Semi-Through Girder Bridges" shall also be required for all structures governed by items 1, 7, 8 and 12 of this chapter and not only for tunnels, through and semi through girder bridges."

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

सं. 2018/CEDO/SD/IRSOD/ACS

New Delhi, Dated 11.06.2019

The General Managers,
All Indian Railways,

विषय : Delegation of Power of condonation for infringement to the provisions of IRSOD.

संदर्भ : (i) RB letter no 2018/CEDO/SD/IRSOD/ACS . dated 06.11.2018.
(ii) RB letter no 2015/CEDO/SD/IRSOD/O/1. dated 09.05.2019 (copy enclosed)

Vide Board's letter referred at (i) above, ACS No. 25 to Indian Railways Schedule of Dimensions 1676mm Gauge (BG) Revised. 2004 was issued, wherein Commissioner of Railway safety has been empowered to condone the infringement to IRSOD: Chapter I, I, III, V, VA & VB of Schedule-I up to the limits prescribed, if any, in Schedule-II or as mentioned against specific item in Schedule-I of IRSOD.

The same has been clarified again vide Board letter dated 09.05.2019 in reply to a query of Central Railway, reproduced as under :

"The power to condone infringement to IRSOD for items which are not covered in Schedule-II of IRSOD, lies with Commissioner of Railway Safety."

Railway may take necessary action accordingly.

Encl: As above

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

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1
2. The Commissioner of Railway Safety, all Circles.
3. Principal Chief Engineer and Chief Administrative Officer (Con), All Indian Railways.

(131)

सुनील शर्मा, भा.रे.से. मे
महाप्रबंधक
SUNIL SHARMA, I.R.P.S.
GENERAL MANAGER

सत्यमेव जयते

पूर्वोत्तर सीमा रेल (निर्माण)
N. F. RAILWAY (CONSTRUCTION)
मालीगाँव, गुवाहाटी - 781011
MALIGAON, GUWAHATI-781011

No.: 2021/CAO/C-II/Inspections **Dated 28.02.2022**

Dear Shri Mittal

Office of Member (Infra)
E-Office No. 1105231/22
Date 8/3/22

Sub: Condonation for Trolley Refuges in tunnel No- 12 at km 105/650-115/920 between Tupul-Imphal Section of Jiribam- Tupul - Imphal New BG Railway line Project of N. F. Railway Construction.

Ref: CE/Con-5, N.F. Rly/MLG's L/No. W/Con/CE/C-5/MIS(II) Dtd. 26.04.2018.

Board has been requested vide above referred letter to approve condonation for provision of trolley refuges in tunnel 12 in line with the dispensation given for provision of Trolley Refuges/Safety Refuges in tunnels and on Bridges & Embankments in USBRL Project vide Rly. Board's Letter No -2012W-2/NR/INL/15 Dated12.11.2012.

Tunnel 12 in Tupul - Imphal Section of Jiribam Imphal project has very weak rock strata and a stretch of 2.0 Km is falling is soil strata. A parallel escape tunnel is being constructed at 50m from main tunnel with cross passages at every 500m apart.Tunnel is laid at a gradient of 1 in 70 where it is not possible to undertake push trolley inspections.

Almost 7.5 Km of tunnel has already been constructed without trolley refuses based on the dispensation given by Railway Board to USBRL project in the year 2012 and reference of this Ministry to Railway Board under reference. Keeping trolley refugee at every 100 at this stage is too cumbersome and technically challenging without serving any purpose as any trolley inspection in 10 Km long tunnel at a grade of 1 in 70 is possible only under traffic block. Hence trolley refuses would not serve any purpose and can be safely dispensed with.

In view of the above, it is requested that condonation from provision of Trolley Refuges required as per IRSOD/IRWPM,may be given for tunnel No- 12 at km 105/650 - 115/920 of Jiribam-Tupul-Imphal New BG Railway line Project of N F Railway Construction.

With regards.

28/2/2022.
(Sunil Sharma)

Shri Sanjeev Mittal
Member (Infrastructure)
Ministry of Railways
Railway Board,
New Delhi-110001

☎ : दूरसंचार DOT 0361-2570697 | रेलवे RLY 23000 | फैक्स दूरसंचार FAX: DOT 0361-2570705 | ई-मेल E-mail : gmc@nfr.railnet.gov.in

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

2021/CEDO/SD/RS/05

New Delhi, Dated 24.02.2022

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

Sub : Condonation of infringement w.r.t *IRSOD(BG)-2004* and *EDFC/WDFC-SOD* by **Maximum height (4655mm), wheel diameter (840mm), Minimum height for floor (934mm loaded & 1009mm empty)** and **Minimum height for buffers & CBC (770mm loaded & 845mm empty)** of Non-ISO 3658 mm (12') high containers in single stack on BG low platform bogie container flat wagon type **BLC** (Car A & B), **BLCM** (Car A & B) and **BLCS** (Car A & B) wagons for operation on **specified routes** over Indian Railways and routes of Eastern & Western Dedicated Freight Corridor of DFCCIL

Ref: (i) RDSO letter no. CT/CONTR/BG/MG, dated 21.09.21
(ii) CCRS letter no. Q-14011/04/2021-22-T.W., dated 25.12.21
(iii) Railway Board vide letter No. 2021/CEDO/SD/RS/05 dated 05.08.2021

With reference to your above applications {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement w.r.t *IRSOD(BG)-2004* and *EDFC/WDFC-SOD* for movement of Non-ISO 3658 mm (12') high containers in single stack (2438mm wide and 4655mm high) to RDSO Drawing No. WD-20022-S-02 Alt-01 & Drawing No. WD-20022-S-03 Alt-01 for BLCS (A-Car) & (B-Car) respectively and RDSO Drawing No. WD-20020-S-02 Alt 01 & Drawing No. WD-20020-S-03 alt 01 for BLC/BLCM (A-Car) & (B-Car) respectively, as shown in details enclosed with above mentioned applications and reproduced as under:

A I) **IRSOD Chapter IV (A)**

(A) **Clause 2(ii)** -*Minimum diameter on the tread of new carriage or wagon wheel, measured at 63.5 mm from wheel gauge face,* by 74 mm (840mm instead of 914mm).

(B) **Clause 11** -*Minimum height above rail level for floor of fully loaded goods vehicle,* by 211mm in loaded & 136mm in empty condition (934mm/1009mm in loaded/empty condition instead of 1145mm).

(C) **Clause 14** -*Minimum height above rail level for centres of buffers & CBC couplers when fully loaded,* by 260 mm in loaded & 185mm in empty condition (770mm/845mm in loaded/empty condition instead of 1030mm).

(D) **Clause 29** – Maximum height above rail level for a width of 1015mm on either side of the centre of unloaded vehicles, by 390 mm (4655 mm instead of 4265mm).

25/02/22

24/02/2022

II) **EDFC-SOD Chapter IV**

Clause 4.3.3 -*Minimum height above rail level for centres of buffers & CBC couplers when fully loaded,* by 260 mm in loaded & 185mm in empty condition (770mm/845mm in loaded/empty condition instead of 1030mm).

III) **WDFC-SOD Chapter XI**

Clause 11.3.3 -*Minimum height above rail level for centres of buffers & CBC couplers when fully loaded,* by 260 mm in loaded & 185mm in empty condition (770mm/845mm in loaded/empty condition instead of 1030mm).

The above condonation is subject to following stipulations:

i. Locations with restricted height overhead structures shall be identified by the Zonal Railway. Zonal Railway MUST ensure the removal of any infringement before starting operation of Non-ISO 3658 mm (12') high containers in single stack on **BLCS/BLC/BLCM** (Car A & B) wagons in electrified territory.

ii. Various clearances pertaining to fixed structures, OHE wires and OHE structures, as recommended by RDSO in paras 1, 2 & 3 of Note mentioned in Annexure-I (BLCS & BLC/BLCM) of RDSO's application no. CT/CONTR/BG/MG, dated 21.09.2021, shall be adhered to before introducing operation of **BLCS & BLC/BLCM**.

iii. **For BLCS (Car A & B) maximum length of wheel flat would be limited to 50mm.**

iv. All the necessary conditions related to infringements and various clearances to be ensured, SHALL form part of the RDSO Speed Certificate whenever issued for the operation of Non-ISO 3658 mm (12') high containers in single stack on **BLCS/BLC/BLCM** (Car A & B) wagons.

v. For movement of subject rolling stock in any section of the Indian Railway, *'Policy instruction for running Double Stack Dwarf Containers (DSDC) over Zonal Railways'*, issued vide letter no. *2019/CEDO/SR/07/0, dated 18.04.2019,* shall be applicable. However, in case Railway Board sanction for running of DSDC on BLCS/BLC/BLCM (overall dimension 2600mm x 4877mm) is already available for a section, fresh approval of Railway Board for running above respective rolling stock on that section would not be required.

B. This supersedes Railway Board's letter no. 2021/CEDO/SD/RS/05, dated 05.08.2021.

27/02/2022

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

[Phone: 030-47598(Rly) : 011-23047598(MTNL)]

e-mail address: dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement No. Q-14011/04/2021-22-T.W., dated 25.12.21
2. Commissioner of Railway Safety, all Circles
3. ED Standards (Track-1), RDSO, Manak Nagar,Lucknow
4. EDME(Freight)/Railway Board, New Delhi

24/02/2022

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

(134)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SD/RS/10 **New Delhi, dated 19.02.2022**

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

Sub : Condonation of infringement to IRSOD (BG) revised 2004 to maximum dimension of LHB AC EOG Double Decker AC Chair Car (Transporation code; **LWCZDACAA**) coach fitted with pneumatic suspension (160 KN Air spring) at secondary stage on FIAT bogies as per RDSO drawing No. CG-19038, Alt.1 and RCF drawing No. LD90009, Alt.b

Ref: (i) RDSO letters no. CT/DHS/3/COACHES, dated 03.09.2021
(ii) CCRS letter no. Q-14011/03/2021-22-T.W., dated 25.12.2021

With reference to your above applications {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement w.r.t. Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004 by **Maximum height for a width of 1015mm (4366mm), Maximum height for floor of any unloaded vehicle (2323mm), Minimum height for floor of fully loaded passenger vehicle (343mm), Maximum height at side of unloaded vehicles (3953mm)** and **1D Diagram** of LHB AC EOG Double Decker AC Chair Car (Transportation code: **LWCZDACAA**) coach fitted with pneumatic suspension (160 KN Air spring) at secondary stage on FIAT bogies as per RDSO drawing No. CG-19038,Alt.1 and RCF drawing No. LD90009, as shown in details enclosed with above mentioned applications, detail of infringements reproduced as under:

i. **Clause 29** – Maximum height above rail level for a width of 1015mm on either side of the centre of unloaded vehicles by 101mm (i.e. 4366mm instead of 4265mm).
ii. **Clause 9**– Maximum height above rail level for floor of any unloaded vehicle by 978mm (i.e. 2323mm instead of 1345mm).
iii. **Clause 10**– Minimum height above rail level for floor of fully loaded passenger vehicle by 857mm (i.e. 343mm instead of 1200mm).
iv. **Clause 30** – Maximum height above rail level at side of unloaded vehicles by 218mm (i.e. **3953mm** insted of 3735mm).
v. **1D Diagram** – For horizontal distance from centre of track varies from 239 to 1525 with magnitude of vertical infringement varies from 19mm to 272.5mm

19.02.22
(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement No. Q-14011/03/2021-22-T.W., dated 25.12.2021
2. Commissioner of Railway Safety, all Circles
3. ED Standards (Track-1), RDSO, Manak Nagar,Lucknow
4. EDME(Coaching)/Railway Board, New Delhi

19.02.22
(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/SD/RS/02 **New Delhi, Dated 19.02.2022**

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

Sub : Condonation of infringement to IRSOD(BG), Revised-2004 and SSOD(BG) for Eastern and Western DFC of Indian Railways, January-2013 by Rail Grinding Machine (RGM-96 Stone), Model 'RGI Series 96 Stone Grinder' as per drawing No. 248516 supplied by M/S LORAM, USA

Ref: (i) RDSO letters no. CT/TMM/GENERAL, dated 22.10.2021
(ii) CCRS letter no. Q-14011/05/2020-21-T.W., dated 25.12.2021

With reference to your above applications {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement w.r.t. Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004 by **Maximum height above rail level for floor of any unloaded vehicle (1636/1681** for Control Car/Grind Car) of Rail Grinding Machine (RGM-96 Stone), as shown in details enclosed with above mentioned applications and reproduced as under :

Chapter-IV(A), Schedule-I of IRSOD (BG) Revised, 2004

Clause 9 –*Maximum height above rail level for floor of any unloaded vehicle,* by-

(i) 291 mm (1636mm instead of 1345mm for Control Car),

(ii) 336 mm (1681mm instead of 1345mm for Grind Car-I to IV)

2. The design of Rail Grinding Machine (RGM-96 Stone), Model 'RGI Series 96 Stone Grinder' as per drawing No. 248516 supplied by M/S LORAM, USA, **does not infringe to any clause of SSOD for Eastern and Western DFCCIL of Indian Railways.**

3. It is noted that **Unique Transportation code** of the proposed machine is not available. **RDSO is advise to issue Speed Certificate of above Machine with the Transportation code.**

19.02.22
(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement No. Q-14011/05/2020-21-T.W., dated 25.12.2021
2. Commissioner of Railway Safety, all Circles
3. ED Standards (Track-1), RDSO, Manak Nagar,Lucknow
4. EDTk(M&MC)/Railway Board, New Delhi

19.02.22
(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

Board
Signature
Date of Issue

(136)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2011/CEDO/SD/17/O/Pt.IV

New Delhi, dated 09.02.2022

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

Sub : Draft Addendum & Corrigendum Slip to "Standard Schedule of Dimensions, 1976 mm Gauge (Broad gauge) for Eastern and Western Dedicated Freight Corridors of Indian Railways

Ref: DFCCIL's letter no. HQ/EN/EC/GN/Misc-Engg/Vol-II, dated 06.01.2022

Please find enclosed herewith DFCCIL's letter referred above, proposal for modification in Para 2.2.2, 2.2.3 & 9.2.2, 9.2.3 of Chapter II & IX of Building and Structures to "Standard Schedule of Dimensions, 1976 mm Gauge (Broad gauge) for Eastern and Western Dedicated Freight Corridors of Indian Railways.

RDOS is requested to examine the issue and send Draft Addendum & Corrigendum for approval of Board, if necessary.

DA: as above

09.02.2022

(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

Copy forwarded for information to the Managing Director,DFCCIL,5th floor, Pragati maidan.Metro Station Building Complex,New Delhi-110001

10/02/22

डेडीकेटेड फ्रेट कोरीडोर कॉर्पोरेशन ऑफ इण्डिया लि.
भारत सरकार (रेल मंत्रालय) का उपक्रम
Dedicated Freight Corridor Corporation of India Ltd.
A Government of India (Ministry of Railways) Enterprise

No. HQ/EN/EC/GN/Misc-Engg./Vol-II **Dated. 06.01.2022**

Executive Director/Civil Engineering (G)
Railway Board,
Rail Bhawan
New Delhi

Sub: - Request for Addendum & Corrigendum Slip (ACS) No-6 to DFCC SSOD, January 2013 - **Regarding para.2.2.2, 2.2.3 & 9.2.2, 9.2.3 of Chapter-II&IX.**

1.0 While using Standard Schedule of Dimension for DFCC it has been noticed that DFC SSOD Para.2.2.2, 2.2.3 & 9.2.2, 9.2.3 of Chapter-II&IX of Building and Structures" require some modifications.

2.0 Accordingly, a draft Addendum & Corrigendum Slip (ACS) No-6 has been prepared and attached as Annexure-A.

3.0 It is requested to kindly issue a suitable modification in this regard.

DA: As above

Ajay Kumar 7/1/22
(Ajay Kumar)
ED/Infra-I/EDFC/CO

Letter to RDSO

CEDO
put up letter
08/2/22

2.2 Buildings and Structures:

Clause	Items	Dimensions
2.2.1	Minimum horizontal distance of any building or longitudinal boundary from centre line of track on goods platform	7500 mm
2.2.2	Minimum horizontal distance from centre line of track to a pillar, column, lamp or similar isolated structure: (On goods platform)	
	(i) From rail level to 725 mm above rail level.	3960 mm increasing uniformly to 4110 mm
	(ii) From 725 mm above rail level to 5700 mm above rail level.	4110 mm
	(iii) From 5700 mm above rail level to 6530 mm above rail level.	4110 mm decreasing uniformly to 3810 mm
Note:	A pillar or a column which covers more than 3716 cm^2 in plan, must be classed as "building" and not as an "isolated structure".	
2.2.3	Minimum horizontal distance from centre of track to any structure: (Other than platform)	
	(i) From rail level to 5700 mm above rail level.	2825 m
	(ii) Below the rail level upto the formation level of the track on straight and curves upto radius of 875 m	2757 mm
	(iii) Below the rail level upto the formation level of the track on curves with radius less than 875 m.	2725 mm

Annexure-A

Addendum and Corrigendum Slip (ACS) No. 6 to SSOD for Dedicated Freight Corridor of Indian Railway, 2013

1.0 First line of Para 2.2.2 and 9.2.2 of Chapter- II & IX, "**Buildings and Structures**" should be replaced as below:

Minimum horizontal distance from centre of track to a pillar, column, lamp or similar isolated structure (On goods platform):

2.0 First line of Para 2.2.3 and 9.2.3 of Chapter- II & IX, "**Buildings and Structures**" should be replaced as below:

Minimum horizontal distance from centre of track to any structure (other than goods platform):

Arun Kumar

(140)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SR/29 New Delhi, Dated 07.02.2022

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

Sub: Introduction of **dwarf containers** (1930mm high and 2600mm width) **in single/double stack** in empty and loaded condition, on **20.32t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type **BLC** (A-Car & B-Car) up to a maximum speed of **75 kmph** over **DSDC IR B.G. routes,** by Zonal Railways and **Eastern Freight Corridor & Western Freight Corridor of DFCs routes,** by DFCCIL

Ref : (i) CCRS letter No. Q.12011/15/2021-22- T.W., dated 25.12.2021
(ii) RDSO's letter No. MW/Container, dated 11.11.21
(iii) RDSO's Final Speed Certificate (FSC) No. MW/Container, dated 11.11.21

While processing above case for Board's sanction, EDME(Freight), w.r.t. CCRS's stipulation (xi) *{viz. The speed at which movement of wagon shall be allowed through platform line may be mentioned in Para 3.6.8 of the Final Speed Certificate (FSC) dt. 11.11.2021. The list of all such stations where clearances mentioned in Para 3.6.8 are not met may be incorporated in the Working Time Table}* has observed as under :

"There is no condonation in BLC wagon on platform lines, as far as I know. There appears to be some confusion in stipulation given in para 3.6.8. This needs to be referred to RDSO"

RDSO is requested to examine the issues involved and submit comments at the earliest.

DA: as above.

07/02/2022
(गौरव)
निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No.-011-23047598]
e-mail address :dceg@rb.railnet.gov.in

O/C
8/2/2022

Copy forwarded for information to :

1. ED(Track-1), Manak Nagar, Rdso, Lucknow
2. EDME(Freight), Railway Board

रेल मंत्रालय
Ministry of Railways
रेलवे बोर्ड/Railway Board
अनुलग्नक सहित जारी
Issue with Enclosure
हस्ताक्षर
Signature.....
जारी की तिथि
Date of Issue.....

भारत सरकार
नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

N.E.Rly. 31-140, N.Rly. 23-260
फैक्स / Fax-0522-2233096, 2233087
E-mail : chiefcom@rediffmail.com

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–Q.12011/15/2021–22–त.वि

दिनांक–26.12.2021

सेवा में,

सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[ध्यानार्थ:EDCE(G)]

विषय: Introduction of **dwarf containers** (1930mm high and 2600mm width) **in single/double stack** in empty and loaded condition, on **20.32t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLC (A-Car & B-Car) up to a maximum speed of **75 kmph** over **DSDC routes of Indian Railway** and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes**

संदर्भ: (i) DG/RDSO's letter No. MW/Container, Dated 11.11.2021
(ii) RDSO's Final Speed Certificate (FSC) no. MW/Container, Dated 11.11.2021
(iii) This office's letter of even no. dated 30.11.2021
(iv) RDSO's letter No. MW/Container, Dated 03.12.2021

Vide reference (i), RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock up to a maximum speed of 75 kmph over DSDC routes of Indian Railway and Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes on the basis of RDSO's Final Speed Certificate mentioned under reference (ii). Vide reference (iii) [copy enclosed], RDSO was asked to furnish certain clarifications on the subject case. Clarifications on the issues were given by RDSO to this office vide reference (iv) [copy enclosed].

Case has been examined by this office and is found to be in order. Accordingly, the same is being forwarded to Railway Board for necessary action with the recommendation for the sanction of the Central Government for operation of **dwarf containers** (1930mm high and 2600mm width) **in single/double stack** in empty and loaded condition, on **20.32t axle load**, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLC (A-Car & B-Car) up to a maximum speed of **75 [SEVENTY FIVE] kmph** over **DSDC routes of Indian Railway** and **Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes** with conditions mentioned in **Annexure.**

This is issued with the approval of CCRS.

A Siddiqui
25/12/2021
(अहमद नदीम सिद्दीकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:
महानिदेशक (माल डिब्बा)
माल डिब्बा निदेशालय (एनेक्सी–1),
अनुसंधान, अभिकल्प एवं मानक संगठन,
मानक नगर, लखनऊ–226011

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Annexure/Page 1 of 1

[of CCRS Office's Letter No. Q12011/18/2021-22-रा.नि, Dated 25.12.2021]

Conditions to be ensured by the Railway for operation of dwarf containers (1930mm high and 2600mm width) in single/double stack in empty and loaded condition, on 20.32t axle load, Broad Gauge Bogie Low Platform Bogie Container Flat wagon type BLC (A-Car & B-Car) up to a maximum speed of 75 kmph over DSDC routes of Indian Railway and Eastern Freight Corridor & Western Freight Corridor of DFCCIL routes

i. Railway Board may issue the condonation for operation of subject rolling stock for operations over DFC routes or a policy may be issued by Railway Board that all condonation/sanctions of rolling stock for operation over IR are also applicable to DFCCIL.

ii. As the subject rolling stock is proposed to be operated at a speed of 75 Kmph only in empty & loaded condition over DFC routes, RDSO may conduct oscillation trials to ascertain its maximum speed potential for operation over DFC routes.

iii. Observance of all conditions laid down in RDSO's Final Speed Certificate No MW/Container, Dated 11.11.2021. Remarks of the Railway/DFCCIL against each para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

iv. 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.

v. On the sections where EBD of more than 1 km is to be catered for, second Distant Signal or Automatic Signaling should be available, failing which suitable speed restriction is to be imposed.

vi. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways/DFCCIL and incorporated in the working timetable so that all operating staff is aware of the instructions.

vii. 100% weighment of loaded wagons shall be ensured at the loading points to avoid running of overloaded wagons on track.

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

ix. Only wagons with twin-pipe brake system shall be permitted to run at 75 kmph in loaded condition. Air brake system of wagons with twin-pipe shall be in working order for operation at 75 kmph in loaded condition.

x. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

xi. Before initiating the operation, PCME of the concerned Railway shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

xii. The speed at which movement of wagon shall be allowed through platform line may be mentioned in Para 3.6.8 of the Final Speed Certificate (FSC) dt. 11.11.2021. The list of all such stations where clearances mentioned in Para 3.6.8 are not met may be incorporated in the Working Time Table.

***

Ansiolotiqui
25/12/2021

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आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SD/RS/02 **New Delhi, Dated 31.01.2022**

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

Sub : Condonation of infringements w.r.t Standard Schedule of Dimensions (BG) for Eastern and Western Dedicated Freight Corridors of Indian Railways, January -2013 by wheel base (1800 mm) of 20.3t axle load Muck Disposal Unit Model MFS 120 supplied by M/s Plasser India as per Drawing No. SU126.40900.0.1., for operation on DFCs

Ref : (i) Railway Board's letter of even number dated 24.05.2021
(ii) RDSO letter no. CT/TMM/GENERAL Dated 23.10.2021
(iii) CCRS's letter no. Q.14011/05/2020-21-T.W, Dated 25.11.20211

With reference to your above application, dated 23.10.2021 {ref. (i)}, sent through the Chief Commissioner of Railway Safety, Lucknow; the sanction of Ministry of Railways, Railway Board is hereby communicated for condonation of infringement w.r.t. Chapter- IV of SSOD(BG) for Eastern & Chapter-XI of SSOD(BG) for Western Dedicated Freight Corridors of Indian Railways, January -2013 by wheel base (1800 mm) of 20.3t axle load Muck Disposal Unit Model MFS 120 supplied by M/s Plasser India as per Drawing No. SU126.40900.0.1., as shown in details enclosed with above mentioned application, details of infringements as under :

I) **EDFC-SOD**
Clause 4.4.4 - Minimum rigid wheel base for bogie truck of any vehicle by 30mm (i.e. 1800mm instead of 1830mm)

II) **WDFC-SOD**
Caluse 11.4.4 - Minimum rigid wheel base for bogie truck of any vehicle by 30mm (i.e. 1800mm instead of 1830mm)

Further, above sanction of condonation is subject to the following stipulations :

"Instruction related to the movement of the machine on Curves, Points and Crossing/Turnouts & Diamond Crossings should be incorporated in the Speed Certificate for its operation, whenever being issued by RDSO. In addition, issue related to movement of the machine in Train formation in

2/2/2022

31/01/22

case of emergency should also be considered & addressed and accordingly instructions for movement in such cases should be clearly mentioned in the Speed Certificate."

31/01/22
(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2021/CEDO/SD/RS/02 **New Delhi, Dated 31.01.2022**

Copy forwarded for information to :

1. The Chief Commissioner of Railway Safety, Compound of DRM/NER, Ashok Marg, Lucknow-1 w.r.t. his endorsement No. Q.14011/05/2020-21-T.W, dated 08.03.2021 and dated 25.11.2021
2. Commissioner of Railway Safety, all Circles
3. ED Standards (Track-1), RDSO, Manak Nagar,Lucknow
4. EDTk (M&MC)/Railway Board, New Delhi.

31/01/22
(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

(145)

आज़ादी का अमृत महोत्सव

भारत सरकार Government of India

रेल मंत्रालय Ministry of Railways

(रेलवे बोर्ड Railway Board)

Azadi Ka Amrit Mahotsav

No. 2022/CEDO/IRSOD/HRIDC/O **New Delhi, dated 31.01.2022**

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

Sub: Standard Dimensions for Tunnels and Through Girder Bridges to suit Indian Railways sections for **Double Stack Containers with High Rise OHE**

Ref : HRIDC letter No. HRIDC/RLY/GGN/2021/604, dated 04.01.2022 (enclosed)

Please find enclosed herewith, application from Director(P&P), HRIDC, GGN, referred above, requested for facilitating design of the tunnel and other structures for routes planned for double stack containers, so that following may be incorporated in the IRSOD :

i. MMD and fixed structure gauge for tunnel and through girder bridges to suit 1x25 KV AC traction for double stack container with high rise OHE.

ii. MMD & fixed structure gauge for out of station to suit 1x25 KV AC traction for double stack container with high rise OHE.

iii. Extra clearance on curves for speed up to 100 kmph for double stack containers with high rise OHE.

iv. Extra clearance on curves for speed upto 160 kmph for passenger trains with high rise OHE.

RDOS is requested to examine the issue and send Draft Addendum & Corrigendum to IRSOD for approval of Board, if necessary.

DA: as above

31/01/22

(गौरव)

निदेशक सिविल इंजीनियरिंग(जी)/रेलवे बोर्ड

[Rly No. 030-47598, MTNL No.-011-23047598]

e-mail address :dceg@rb.railnet.gov.in

Copy

ED(Track-1), RDSO, Lucknow, for information and necessary action please.

ED/RE, Railway Board

01/2/22

(146)

File No. 2022/CEDO/IRSOD/HRIDC/O (Computer No. 3381211)

'066291 CEDO SECTION O/C

हरियाणा रेल इन्फ्रास्ट्रक्चर डेवलपमेंट कॉर्पोरेशन लिमिटेड
(हरियाणा सरकार और रेल मंत्रालय का संयुक्त उपक्रम)
Haryana Rail Infrastructure Development Corporation Ltd
(A Joint Venture of Govt of Haryana & Ministry of Railways

रेल मंत्रालय Ministry of Railways (Railway Board) 05 JAN 2022 D.O.C.R. No.

HRIDC/RLY/GGN/2021/604 **Date: 04.01.2022**

Executive Director /Civil Engg. (G),
Railway Board,
New Delhi.

Sub: Standard Dimensions for Tunnels and through girder bridges to suit IR sections for **double stack containers with High Rise OHE.**

1. Haryana Rail Infrastructure Development Corporation Limited Ltd. (HRIDC), a Joint Venture of the Ministry of Railways and Government of Haryana, is the implementing agency for the Haryana Orbital Rail Corridor (HORC) project which is a new electrified double line project from Palwal to Sonipat via. Sohna, Manesar, & Kharkhoda.

2. HORC is designed to run both Passenger and Freight trains and with a maximum sectional speed of 160 kmph. The HORC is also planning to run **double stack container traffic** with **high rise OHE** having connectivity with DFCCIL at New Prithala (on Rewari- Dadri section of WDFC) for facilitating to & fro movement of traffic between HORC and DFCCIL and connectivities at Patli (on Dadri- Rewari Section), Sultanpur (on Garhi-Farrukhnagar), Asaudah (on Delhi-Rohtak) & Harsana Kalan (on Delhi- Ambala) with Indian Railway network. A copy of the alignment plan of HORC is enclosed as Annexure I.

3. As per the agreed system of working, Indian Railways (IR) will operate the trains on the HORC and the maintenance of infrastructure i.e., track, OHE and S&T will be done by the project SPV.

4. The proposed HORC alignment will also cross the Aravalli Hills, near Sohna, through a **tunnel** with 1° curvature. The IRSOD (Revised SOD with ACS -30), vide the diagram no. 1A (modified), specifies standard dimensions for **tunnels and through girder bridges to suit 25 kV AC traction for normal height OHE only**. The Standard Schedule of Dimension for WDFC vide diagram no. 5 (Pg 56) prescribes MMD and fixed structure gauge for tunnels & through girder bridges to suit 2 x 25 kV AC traction (high rise OHE).

5. The DFC profile, referred above, **cannot be adopted for HORC** due to difference in the various dimensions, some of which are highlighted below: -
   - Centre to Centre of tracks
   - Distance between center of track and adjacent side face of tunnel
   - Maximum height of the wagons as per the MMD
   - Height of contact wire

6. The tentative standard dimensions for tunnel and through girder bridges fit for double stack containers with high rise OHE, suitable for the IR system, has been prepared based on the stipulations contained in the IRSOD and duly

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हरियाणा रेल इन्फ्रास्ट्रक्चर डेवलपमेंट कॉर्पोरेशन लिमिटेड
(हरियाणा सरकार और रेल मंत्रालय का संयुक्त उपक्रम)
Haryana Rail Infrastructure Development Corporation Ltd
(A Joint Venture of Govt. of Haryana & Ministry of Railways

referring to the SOD of Western DFC. The calculation sheet for the same (Annexure II) and tentative profiles for single line/double line are attached as Annexure-III & IV.

7. For facilitating design of the tunnel and other structures for routes planned for double stack container with high rise OHE it is requested that following may be incorporated in the IRSOD.

- MMD and fixed structure gauge for tunnel and through girder bridges to suit 1×25 KV AC traction for double stack container with high rise OHE
- MMD & fixed structure gauge for out of station to suit 1*25 KV AC traction for double stack container with high rise OHE
- Extra clearance on curves for speed up to 100 kmph for double stack containers with high rise OHE.
- Extra clearance on curves for speed upto 160 kmph for passenger trains with high rise OHE.

Encl- Annexure I to IV

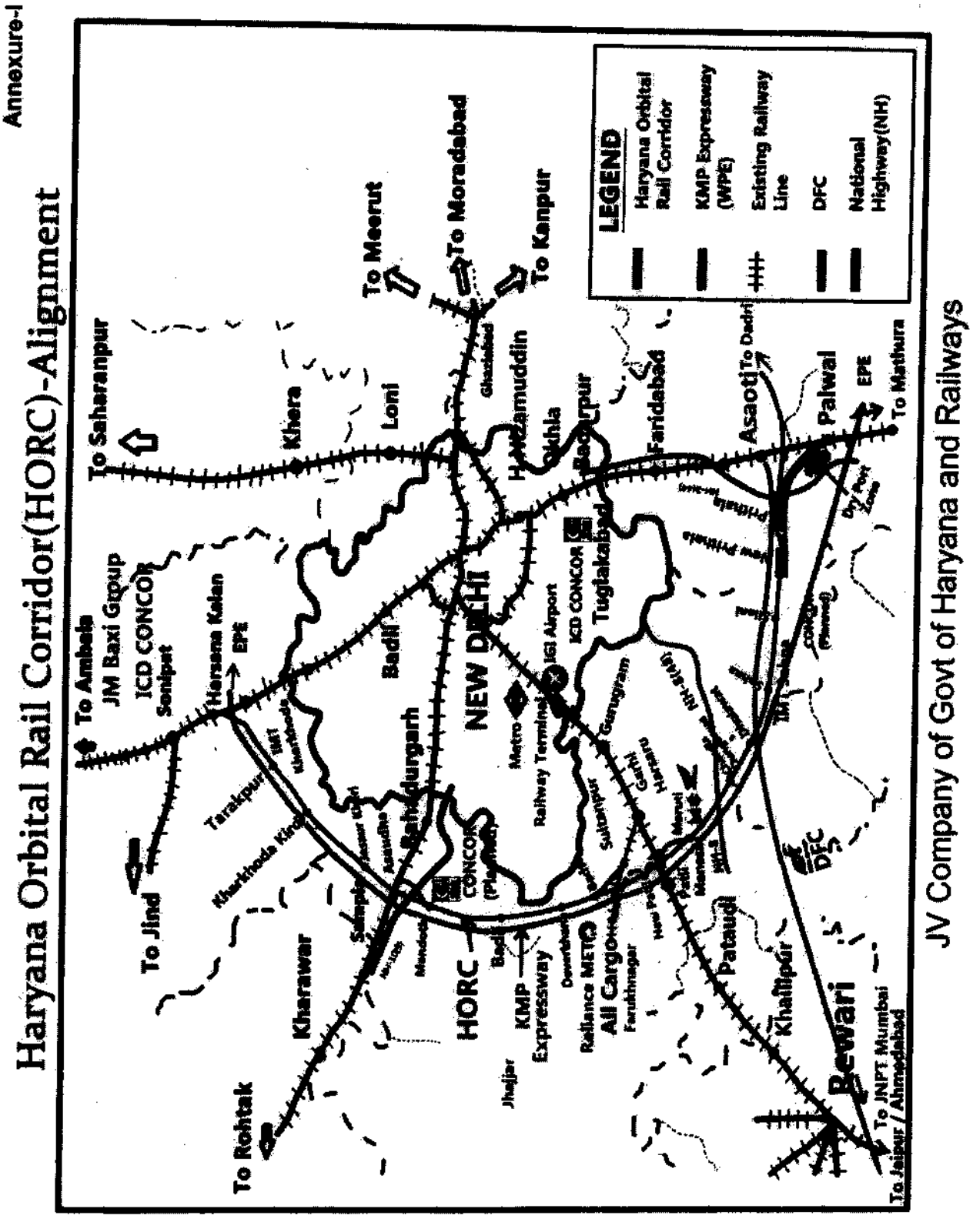
04/1/2022

Narinder D. Chumber,
Director (P&P)
HRIDC, Gurugram

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Annexure-I



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Annexure-II

CALCULATION OF DIMENSIONS FOR TUNNEL AND THROUGH GIRDER BRIDGES TO SUIT IR SECTION FOR DOUBLE STACK CONTAINERS WITH HIGH RISE OHE

A Calculation of Vertical height of Tunnel from Rail level

S.No.	Description	Dimension (in mm) as per		Reference/Remarks
		SSOD OF WDFC	IR SOD	
1	Maximum height of the wagon as per MMD	7100 (A)	6809 (B)	(A) Reference of WDFC Paras:- (i) Diagram No-8 at Pg. No. 59 of WDFC SOD (ii) Clause 13.5.2 of SSOD of WDFC (B) Reference of IRSOD:- (i) Note of chapter VB at Pg. 28A
	Difference in the height of DFC MMD & IR MMD		291	7100-6809 = 291mm
2	Minimum height of the fixed structure (Tunnel)	8430	8139	Diagram No-5 at Pg. No. 56 of SSOD of WDFC For IR minimum height of fixed structure will be 8430-291 = 8139mm

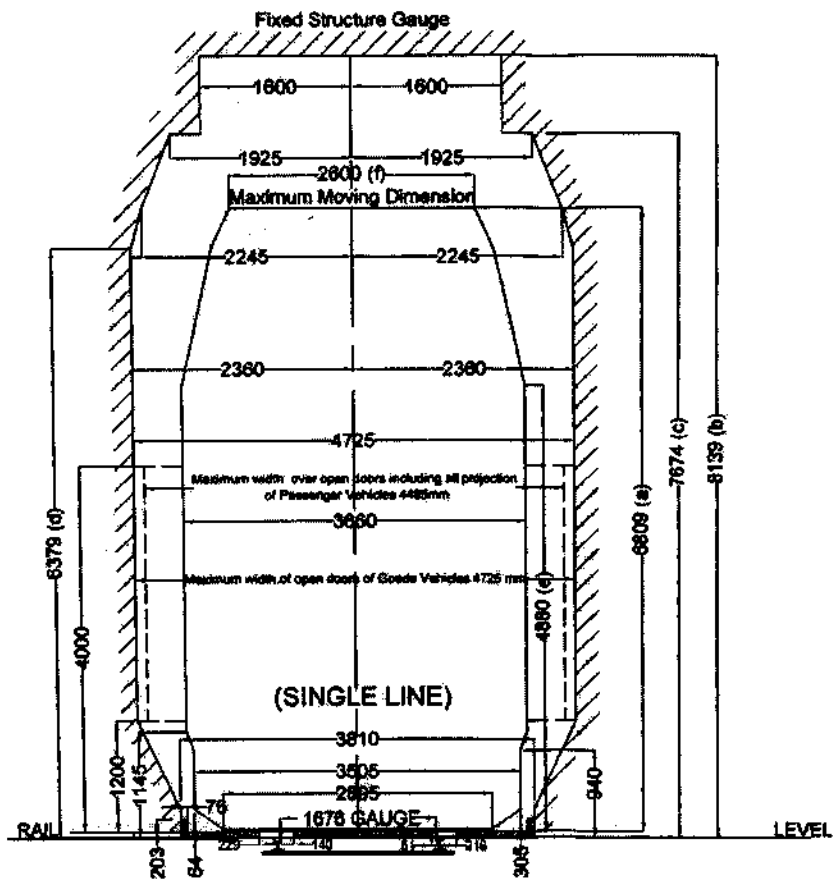
B Horizontal width of Tunnel

S.No.	Description	Dimension (in mm) as per		Reference/Remarks
		SSOD OF WDFC	IR SOD	
1	Maximum width of the Rolling stock as per MMD	3660	3660	(i) Diagram No-5 at Pg. No. 56 of SSOD of WDFC (ii) Diagram No-1A (modified) of IRSOD (ACS-27)
			3250	(i) Diagram No-1D (EDO/T-2202) of IRSOD
2	Distance between center of track & adjacent face of tunnel	2825	2360	(i) Diagram No-5 at Pg. No. 56 of SSOD of WDFC (ii) Diagram No-1A (modified) of IRSOD (ACS-27)

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MMD AND FIXED STRUCTURE GAUGE FOR TUNNEL AND THROUGH GIRDER BRIDGES ON SINGLE LINE TO SUIT DOUBLE STACK CONTAINER WITH HIGH RISE OHE 1x25 k.V. AC TRACTION

1676MM GAUGE



Basis of Calculation of various dimensions is explained below :

(a)	6809 = Maximum height of double stack container (Note of chapter VB (Pg. 28A) of IRSOD)
(b)	8139 = 8430 (Diagram No.5 at Pg. 56 of SSOD of WDFC) - 291 (Difference in height of WDFC MMD & IR MMD)
(c)	7674 = 7965 (Height of WDFC Profile) - 291
(d)	6379 = 6670 (Height of WDFC Profile) - 291
(e)	4880 = As per WDFC Profile
(f)	2600 = As per WDFC Profile
	Rest all dimensions are as per IRSOD profile.

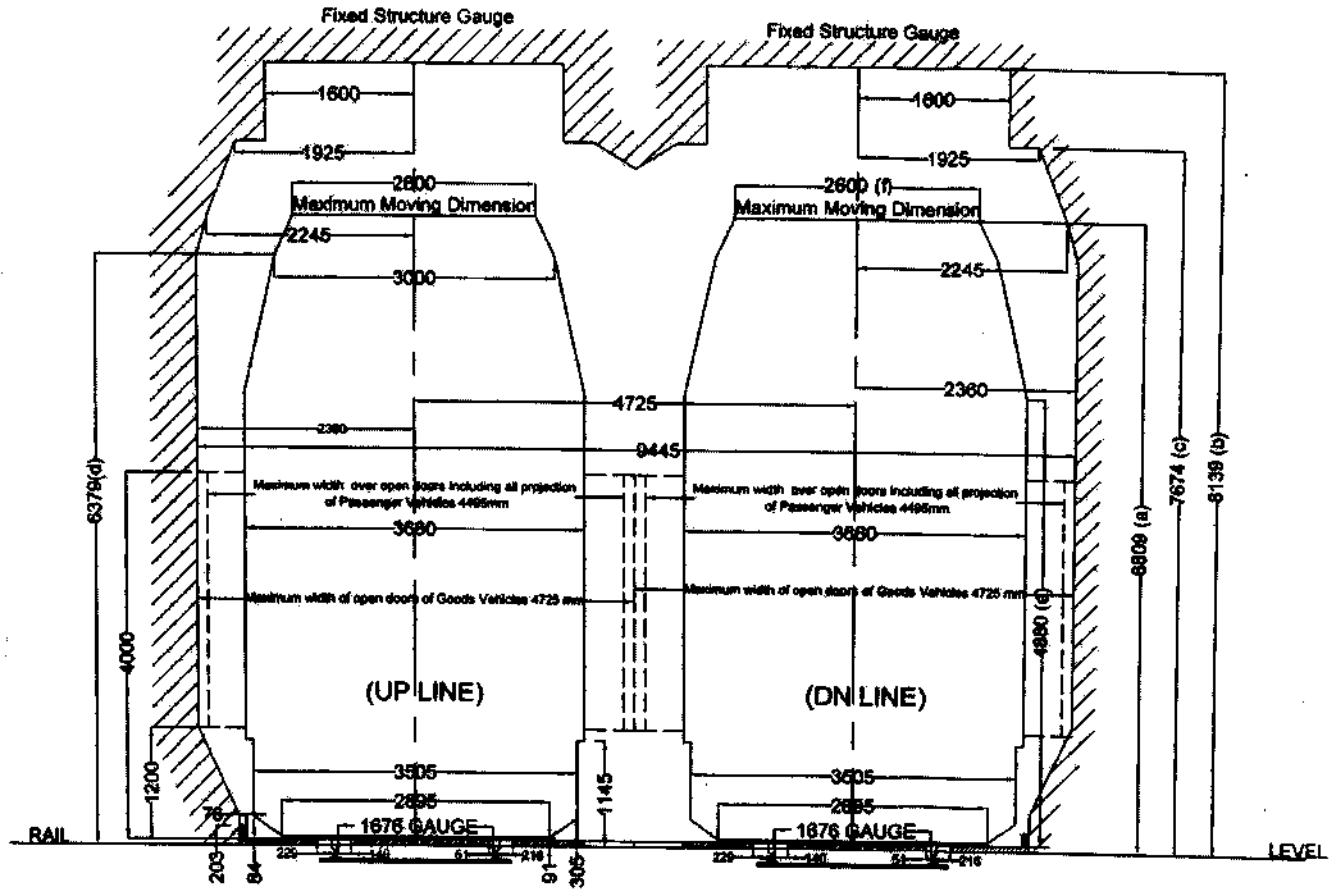
NOTE:-

1. ALL DIMENSION ARE IN MILIMETRES EXCEPT WHERE OTHERWISE SHOWN.
2. NECESSARY PROVISION SHOULD BE MADE IN OVERHEAD STRUCTURES AND OVERHEAD EQUIPMENT TO PERMIT POSSIBLE RAISING OF TRACK BY 275 MM IN FUTURE TO CATER TO INCREASED HEIGHT OF TRACK STRUCTURE AND OTHER UNFORESEEN FACTORS SUCH AS RE-GRADING ETC. THEREFORE OVERALL HEIGHT ABOVE RAIL HEIGHT WILL BE 8414 MM INSTEAD OF 8139 MM.
3. WHERE THE LINE IS ON CURVE, THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTER OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTERS OF TRACKS TO BE INCREASED AS PER APPENDIX TO IRSOD.
4. WHERE THE LINE IS ON CURVE, OVER ALL HEIGHT ABOVE THE RAIL LEVEL WILL BE MEASURED FROM THE OUTER RAIL.

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MMD AND FIXED STRUCTURE GAUGE FOR TUNNEL AND THROUGH GIRDER BRIDGES ON DOUBLE LINE TO SUIT DOUBLE STACK CONTAINER WITH HIGH RISE OHE 1x25 k.V. AC TRACTION

1676MM GAUGE



Basis of Calculation of various dimensions is explained below :

(a)	6809 = Maximum height of double stack container (Note of chapter VB (Pg. 28A) of IRSOD)
(b)	8139 = 8430 (Diagram No.5 at Pg. 56 of SSOD of WDFC) - 291 (Difference in height of WDFC MMD & IR MMD)
(c)	7674 = 7965 (Height of WDFC Profile) - 291
(d)	6379 = 6670 (Height of WDFC Profile) - 291
(e)	4880 = As per WDFC Profile
(f)	2600 = As per WDFC Profile
	Rest all dimensions are as per IRSOD profile.

NOTE:-

1. ALL DIMENSION ARE IN MILIMETRES EXCEPT WHERE OTHERWISE SHOWN.
2. NECESSARY PROVISION SHOULD BE MADE IN OVERHEAD STRUCTURES AND OVERHEAD EQUIPMENT TO PERMIT POSSIBLE RAISING OF TRACK BY 275 MM IN FUTURE TO CATER TO INCREASED HEIGHT OF TRACK STRUCTURE AND OTHER UNFORESEEN FACTORS SUCH AS RE-GRADING ETC. THEREFORE OVERALL HEIGHT ABOVE RAIL HEIGHT WILL BE 8414 MM INSTEAD OF 8139 MM.
3. WHERE THE LINE IS ON CURVE, THE HORIZONTAL DISTANCE OF ANY STRUCTURE FROM THE CENTER OF ADJACENT TRACK AND THE DISTANCE BETWEEN CENTERS OF TRACKS TO BE INCREASED AS PER APPENDIX TO IRSOD.
4. WHERE THE LINE IS ON CURVE, OVER ALL HEIGHT ABOVE THE RAIL LEVEL WILL BE MEASURED FROM THE OUTER RAIL.

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आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SR/23 **New Delhi, Dated 18.01.2022**

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

The General Manager,
All Indian Railways

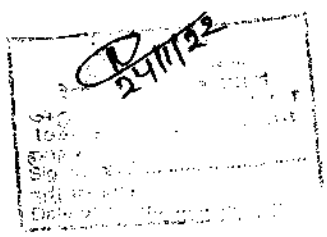
Sub: Introduction of Broad Gauge Bogie Container Flat wagon type **'BLCS (A-car & B car)'** having Maximum **Axle Load: 25t** to RDSO's Drawing No. WD-15011-S-02 Alt.3 (For A-Car) and WD-15012-S-02 Alt-4 (for B-Car) at **maximum speed up to 100 kmph** for wagon without any container, wagon with empty and loaded containers in single and double stack conditions (*maximum width 2400mm, height 6809mm*), *over routes* of **Western Dedicated Freight Corridor of DFCCIL** for an **interim period of two years**

Ref: (i) RDSO's Interim Speed Certificate (ISC) no. MW/CONTR/BLCS25-S, Dated 06.05.2020
(ii) RDSO's letter no. MW/CONTR/BLCS25-S, Dated 11.05.2020
(iii) CCRS office letter no.& Q.12011/02/2020-21&t.w., Dated 03.09.2021

With reference to RDSO above application, sent through the Chief Commissioner of Railway Safety, Lucknow; sanction of the Ministry of Railways, Railway Board is hereby communicated for introduction of Broad Gauge Bogie Container Flat wagon type **'BLCS (A-car & B car)'** having Maximum **Axle Load: 25t** to RDSO's Drawing No. WD-15011-S-02 Alt.3 (For A-Car) and WD-15012-S-02 Alt-4 (for B-Car) at **maximum speed up to 100 kmph** for wagon without any container, wagon with empty and loaded containers in single and double stack conditions (*each container having 2591/2896mm height and 2400mm width with overall height of 6809mm in double stack condition*), over routes of **Western Dedicated Freight Corridor of DFCCIL** for an **interim period of two years,** with the following stipulations:

i. Oscillation trials to be conducted over run down DFC track with worn wheel outline & instrumented measuring wheel within a period of two years from Board's sanction of subject rolling stock.

ii. Coupler Forces and EBD trials to be done as mandated under Para 2 & 3 of Annexure -2 of Policy Circular-6 dt. 31.10.2018 and their report submitted to Commission within a period of one year.



18.01.22

iii. Validity of BPC of BLC/BLCM type of container rakes shall be followed for BLCS rakes also.

iv. 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 **on 60 kg 90 UTS rails** at 100 kmph or at any other speed considered appropriate by him on DFC tracks along with the mitigating measures laid down in the referred letter. The mitigation measures shall be ensured by DFCCIL.

v. Observance of all conditions laid down in RDSO's interim Speed Certificate No MW/CONTR/BLC25-S dt. 06.05.2020. Remarks of the DFCCIL against each Para of the Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.

vi. 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.

vii. Periodic rail grinding at stipulated frequency should be carried out on routes by ensuring the availability of traffic blocks.

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

ix. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working Time Table so that all operating staff is aware of the instructions.

x. For running of BLCS having axle load 22.82t and above, on track having rail of **strength less than 110 UTS**, the WILD shall mandatorily be provided before introduction of wagon at speed above 60 kmph. For speed up to 60kmph 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.

xi. Signalling requirement with respect to maximum permissible speed as per standard of *Interlocking given in Indian Railways Signal Engineering Manual, July 2021, **para no. 7.8.9** shall be followed.*

xii. No overdue track/rolling stock maintenance shall be permitted.

xiii. Right powering of loaded trains shall be ensured.

xiv. Precautions as mentioned in Para 3.6.6 of Interim Speed Certificate dated 06.05.2020 to be taken in case of abnormal wind condition.

xv. Rolling stock should not be mixed up with other stock having less axle load or speed potential.

18.01.22

xvi. Brakes of the locomotive and the rake of the wagons shall be in good working order during the operation.

xvii. Before initiating the operation, GGM (Mechanical) of the DFCCIL shall arrange to certify the track worthiness and ensure safety of rolling stock. Proper maintenance of the rolling stock shall also be ensured.

xviii. Infield instrumentation of rails to be done to determine actual in-service rail stresses under various limiting conditions.

xix. Installation of measuring wheel on the rolling stock to capture real time rail-wheel forces by running it periodically for working out critical forces and planning maintenance intervention, if required, to be done.

xx. **For interoperability of BLCS 25t axle load wagons over IR & DFC routes, BLCS (A-car & B-car) shall operate over Indian Railway only with maximum permissible axle load of 22.32t and after following the Railway Board's letter no. 2021/CEDO/SR/08(BLCS-S/S) dated 03.03.2021 & 2021/CEDO/Sr/09(BLCS-D/S) dated 03.03.2021 for single and double stack condition respectively.**

xxi. **BLCS (A-car & B-car) shall operate over Indian Railway & DFCCIL with maximum length of wheel flat restricted to 50mm.**

18.01.22

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड
[Rly No. 030-47598, MTNL No. 011-23047598]
e-mail address: dceg@rb.railnet.gov.in

No. 2021/CEDO/SR/23 **New Delhi, Dated 18.01.2022**

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.12011/02/2021-22- T.W., dated 03.09.2021
2. Executive Director (Standards) Motive Power, RDSO, Lucknow
3. Executive Director (Standards) Track-I, RDSO, Lucknow
4. Executive Director ME(Fr.), Railway Board
5. Managing Director, DFCCIL, New Delhi

18.01.22

(गौरव)
निदेशक सिविल इंजी.(जी)/रेलवे बोर्ड

(155)

GOVERNMENT OF INDIA

MINISTRY OF CIVIL AVIATION

(COMMISSION OF RAILWAY SAFETY)

पूर्वोत्तर रेलवे, मं.रे.प्र. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–क्यू 18017/01/2021–22–TW

दिनांक: 10.01.2022

सेवा में,

सचिव (सिविल इंजी),
रेल मंत्रालय (रेलवे बोर्ड),
रेल भवन,
नई दिल्ली ।

DEE(G)

विषय: Condonation of infringement (Vertical Clearance) to Schedule of Dimensions (SOD) over Noida – Greater Noida Metro Rail Corporation Ltd. (NMRC) Metro line (viaduct Pier No.543 to 545 between Ch. No.15490.162 to 15508.871) for crossing of DFCCIL line.

संदर्भ: मेट्रो रेल संरक्षा आयुक्त, धौला कुआं मेट्रो स्टेशन, नई दिल्ली के पत्र संख्या– Q-11/13-2021/470 दिनांक 01.12.2021.

The above subject case is forwarded by C.M.R.S New Delhi. The case has been examined in this office and found to be in order. The case is being forwarded to Railway Board with following stipulations.

1. Joint inspection by Track & OHE officials at this location at every Six months for clearances & the contact wire height should be done.

2. Raising of track, even during maintenance at this location shall not be permitted.

3. OHE safety screen will be provided in full span (span P6- P7), bridge No- 185 of DFCCIL during planned/ routine maintenance of NMRC OHE, due care shall be taken by NMRC Ltd to ensure the vertical clearance from Rail Level to bottom of DFCCIL girder never reduced below 5459mm.

DY/MTP may like to see 31/01/22

This has the approval of Chief Commissioner of Railway Safety.

CCRS

10/01/2022.

(राजीव कुमार)
उप रेल संरक्षा आयुक्त (सामान्य)

संलग्नक: उपरोक्त ।

प्रतिलिपि प्रेषित– मेट्रो रेल संरक्षा आयुक्त,धौला कुआं मेट्रो स्टेशन, नई दिल्ली ।

(156)

आज़ादी का अमृत महोत्सव

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

Azadi Ka Amrit Mahotsav

No. 2021/CEDO/SR/30 **New Delhi, Dated 07.01.2022**

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

Sub: Introduction of operation of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type (8W-DETC) to manufacturer M/s San Engineering & Locomotive Co. Ltd.'s General Arrangement Drawing No. SNSK4663 **[Unique Transportation Code: CRU/8W-DETC/S, Max. Axle Load: 19.93t]**, having pneumatic suspension in secondary stage, up to a maximum speed of 110 kmph on track maintained as per Para 522 of Indian Railways Permanent Way Manual, June-2020

Ref: (i) CCRS letter No. Q.12011/04/2021-22- T.W., dated 25.12.2021
(ii) RDSO's letter No. RDSO-TI0LKO(OHE)/19/2020-O/o PED/TI/RDSO, dated 23.07.21
(iii) RDSO's Final Speed Certificate (FSC) no. MC/8W DETC/SAN, dated 19.07.2021

Chief Commissioner of Railway Safety, Lucknow; while forwarding the case for the sanction of the Railway Board for introduction of operation of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type (8W-DETC) to manufacturer M/s San Engineering & Locomotive Co. Ltd.'s General Arrangement Drawing No. SNSK4663 **[Unique Transportation Code: CRU/8W-DETC/S, Max. Axle Load: 19.93t]**, having pneumatic suspension in secondary stage, up to a maximum speed of 110 kmph on track maintained as per provisions of Para 522 of Indian Railways Permanent Way Manual, June-2020, has recommended certain measures to be taken before introduction of the above rolling stocks, reproduced as under:

i. Cab entry door is not closing properly. The same may be rectified by providing rubber gasket.
ii. Locking Latch provided in the cab entry door is fitted inside the door frame. The same is to be provided outside the door frame by suitably increasing the length of the latch.
iii. On windshield/look out glass of Cab1, inside gasket was loose causing entry of air inside the cab and making irritating sound. The same should be sealed properly.
iv. The leg space available in the cab is inadequate. Driver seats and Visitor seats arrangement to be modified by suitably readjusting them so as to provide sufficient leg space for crew/other inspecting officials.

O/C 10/01/22

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v. Latching arrangement to be provided in Sliding door of 4-bearther cabin to prevent its sliding during run.

vi. All Intercom telephone handset to be Wall mounted to save space in horizontal plane.

vii. Foldable Seat provided in passage area to Cab1 & Cab2 to be removed as it is obstructing the free movement.

viii. During roof inspection, large gap below roof walkway was observed which may cause anyone to accidently stumble upon and fall. The same is to be looked into and gap is to be suitably reduced due to safety reasons.

ix. Additional handles to be provided on swivelling and lifting platform basket structure near the ladder to facilitate safe climbing on roof.

x. Cable length of pendant control of swivelling and lifting platform to be increased to enable operation from a safe place towards observation dome side.

xi. Inconsistent working of OHE sensing device was observed as Red LED indication for OHE power presence was not glowing continuously even under live OHE. The same is to be attended so as to give correct OHE power indication.

xii. Protection plate may be provided to cover the fuel injection pipe so as to prevent hitting by ballast during run causing the accidental leakage of oil.

xiii. Sticker showing "Brake Isolating Cock" to be pasted near the isolating cock for easy identification by the crew.

xiv. Additional BP & FP hose to be provided inside the vehicle

xv. Suitable instructions to be issued for reduction in maximum operational speed in case of reduction of brake power due to non - working brake cylinder.

xvi. APD similar to loco should be provided before BP & FP angle cock.

xvii. Traction Motor cables to be properly secured.

DA: as above.

07.01.2022
(गौरव)

निदेशक सिविल इंजी. (जी)/रेलवे बोर्ड

[Phone: 030-47598(Rly) : 011-23047598(MTNL)]
e-mail address: dceg@rb.railnet.gov.in

No. 2021/CEDO/SR/30 **New Delhi, Dated 07.01.2022**

Copy forwarded for information to :

1. Executive Director (Standards) Motive Power, RDSO, Lucknow
2. Executive Director (Standards) Track-I, RDSO, Lucknow
3. EDRE, Railway Board

1055483/2021/[illegible]ECTION

File No. 2021/CEDO/SR/3[illegible](Computer No. 337917)

नागर विमानन मंत्रालय
(रेल संरक्षा आयोग)
GOVERNMENT OF INDIA
MINISTRY OF CIVIL AVIATION
(COMMISSION OF RAILWAY SAFETY)

दूरभाष/Ph.-0522-2233087, 2233109 (PBX)
N.E.Rly. 31-140, N.Rly. 21-290
फैक्स/Fax-0522-2233095, 2233087
E-mail: crsnrc.cn@gmail.com

पूर्वोत्तर रेलवे, मु.रे.सु. कार्यालय परिसर
16, अशोक मार्ग, लखनऊ-226001

N.E. Railway, DRM OFFICE CAMPUS
16, Ashok Marg, Lucknow-226 001

संख्या–Q.12011/04/2021–22–रा.वि.

दिनांक–25.12.2021

सेवा में,
सचिव (सिविल इंजी.)
रेल मंत्रालय (रेलवे बोर्ड)
रेल भवन
नई दिल्ली

[kind attn. EDCE(G)]

विषय: Introduction of operation of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type (8W-DETC) to manufacturer M/s San Engineering & Locomotive Co. Ltd.'s General Arrangement Drawing No. SNSK4663 [Unique Transportation Code: CRU/8W-DETC/S, Max. Axle Load: 19.93t], having pneumatic suspension in secondary stage, upto a maximum speed of 110 kmph on track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards specified under Para 522

संदर्भ: (i) DG/RDSO's letter No. RDSO-TIOLKO (OHE)/19/2020-O/o PED/TI/RDSO (Part-1), dated 28.07.2021
(ii) RDSO's Final Speed Certificate (FSC) no. MC/8W DETC/SAN, dated 19.07.2021
(iii) This office's letter of even no. dated 23.08.2021
(iv) RDSO's letter no. RDSO-TIOLKO (OHE)/19/2020-O/o PED/TI/RDSO (Part-1), Dated 11.10.2021,
(v) RDSO's letter no. RDSO-TIOLKO (OHE)/19/2020-O/o PED/TI/RDSO (Part-1), Dated 14.10.2021

Vide reference (i), RDSO has approached this office seeking Railway Board's sanction for introduction of subject rolling stock up to a maximum speed of 110 kmph over Indian Railways on track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020 containing track geometry standards under Para 522 for use by Railways on the basis of RDSO's Final Speed Certificate mentioned under reference (ii). Vide reference (iv), clarifications regarding subject case were sought by this office from RDSO. RDSO, vide reference (iv) & (v) has furnished clarifications on the observations

Statutory inspection of the subject rolling stock by the CRS/SC was carried out on 23.11.2021 at Old IOH Shed/Bangalore Railway Station of SWR. Inspection report of the rolling stock is enclosed as Annexure-1.

Case has been examined by this office and is found to be in order. Accordingly, the same is being forwarded to Railway Board for necessary action with the recommendation for the sanction of the Central Government for operation of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type (8W-DETC) to manufacturer M/s San Engineering & Locomotive Co. Ltd.'s General Arrangement Drawing No. SNSK4663 [Unique Transportation Code: CRU/8W-DETC/S, Max. Axle Load: 19.93t], having pneumatic suspension in secondary stage, upto a maximum speed of 110 [ONE HUNDRED TEN] kmph on track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards specified under Para 522 with conditions mentioned in Annexure-2

Observations from CRS/SC Inspection Report about 'Measures to be taken before introduction of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type (8W-DETC) to manufacturer M/s San Engineering & Locomotive Co. Ltd. are enclosed as Annexure-3. The compliance of the same should also be submitted to the Commission.

Further, 'Measures for future improvement of the subject rolling stock' are attached as Annexure-4.

This is issued with the approval of Chief Commissioner of Railway Safety.

25.12.2021
(अरविन्द नारायण सिंह दोकी)
उप रेल संरक्षा आयुक्त (यांत्रिक)

संलग्नक: यथोक्त

प्रतिलिपि:
मुख्यनियंत्रक (संरक्षा विभाग), संरक्षा विभाग निदेशालय (एनेक्सी-1),
अनुसंधान, अभिकल्प एवं मानक संगठन, मानक नगर, लखनऊ–226011

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Annexure-2/Page 1 of 1

[of CCRS Office's Letter No. Q.12011/04/2021-22-N.R., Dated 25.12.2021]

Conditions to be ensured by the Railway for operation of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type (8W-DETC) to manufacturer M/s San Engineering & Locomotive Co. Ltd.'s General Arrangement Drawing No. SNSK4863 [Unique Transportation Code: CRU/8W-DETC/S, Max. Axle Load: 19.93t], having pneumatic suspension in secondary stage, upto a maximum speed of 110 kmph on track maintained as per provisions of Indian Railways Permanent Way Manual, June-2020, containing track geometry standards specified under Para 522

1. Observance of all conditions laid down in RDSO's Final Speed Certificate No. MC/8W DETC/SAN, dated 19.07.2021. Remarks of the Railway against each Para of this Speed Certificate shall be submitted to the Commission before the start of actual operation of rolling stock.
2. Observance of all permanent and temporary speed restrictions already in force and /or those that may be imposed from time to time on various accounts.
3. Location of bridges on which speed restrictions have been imposed shall be notified by the Railways and incorporated in the working timetable.
4. On the sections where EBD of more than 1 km is to be catered for, second Distant Signal or Automatic Signaling should be available, failing which suitable speed restriction is to be imposed.
5. While working on double/multiple line sections, Railway shall ensure that the machine or any of its parts does not infringe the adjoining structures/OHE masts or track. Train operation on adjacent tracks shall only be permitted after ascertaining safety of trains on these tracks.
6. Any part which are meant for operation/movement during operation/maintenance e.g. crane, swiveling platform etc. provided on the vehicle shall be in closed and locked down condition during movement and while standing under 25kV AC OHE such that no parts of the vehicle extend beyond the MMD envelop & also to ensure minimum electrical clearance as per SoD.
7. Before starting the operation, the PCEE of the concerned Railway shall arrange to certify the track worthiness and safety of the Rolling stock and they shall also ensure proper maintenance of the rolling stock.
8. In case of any secondary air spring gets defated during operation, the maximum speed of this rolling stock shall be brought down to 60 kmph and this rolling stock shall be withdrawn from service and brought for attention to a maintenance shed or taken to a siding as situation demands, at earliest opportunity.
9. Brakes of the rolling stock shall be in good working order during the operation.

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25/12/2021

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Annexure-3/Page 1 of 1

[of CCRS Office's Letter No. Q/1201/04/2021-22-O/R, Dated 25.12.2021]

Measures to be taken before introduction of Self-Propelled 8-Wheeler Inspection and Maintenance OHE Car of Diesel Electric Underslung type (8W-DETC) to manufacturer M/s San Engineering & Locomotive Co. Ltd. [Unique Transportation Code: CRU/8W-DETC/S]

Statutory inspection of the rolling stock by the CRS/SC was carried out on 23.11.2021 at Old IOH Shed/Bangalore Railway Station of SWR. Para 23 of CRS/SC Inspection Report which suggests the measures for improvement of inspected rolling stock is reproduced below for taking necessary action for their implementation:

1. Cab entry door is not closing properly. The same may be rectified by providing rubber gasket.
2. Locking Latch provided in the cab entry door is fitted inside the door frame. The same is to be provided outside the door frame by suitably increasing the length of the latch.
3. On windshield/look out glass of Cab1, inside gasket was loose causing entry of air inside the cab and making irritating sound. The same should be sealed properly.
4. The leg space available in the cab is inadequate. Driver seats and Visitor seats arrangement to be modified by suitably readjusting them so as to provide sufficient leg space for crew/other inspecting officials.
5. Latching arrangement to be provided in Sliding door of 4-bearther cabin to prevent its sliding during run.
6. All Intercom telephone handset to be Wall mounted to save space in horizontal plane.
7. Foldable Seat provided in passage area to Cab1 & Cab2 to be removed as it is obstructing the free movement.
8. During roof inspection, large gap below roof walkway was observed which may cause anyone to accidently stumble upon and fall. The same is to be looked into and gap is to be suitably reduced due to safety reasons.
9. Additional handles to be provided on swivelling and lifting platform basket structure near the ladder to facilitate safe climbing on roof.
10. Cable length of pendant control of swivelling and lifting platform to be increased to enable operation from a safe place towards observation dome side.
11. Inconsistent working of OHE sensing device was observed as Red LED indication for OHE power presence was not glowing continuously even under live OHE. The same is to be attended so as to give correct OHE power indication.
12. Protection plate may be provided to cover the fuel injection pipe so as to prevent hitting by ballast during run causing the accidental leakage of oil.
13. Sticker showing "Brake Isolating Cock" to be pasted near the isolating cock for easy identification by the crew.
14. Additional BP & FP hose to be provided inside the vehicle
15. Suitable instructions to be issued for reduction in maximum operational speed in case of reduction of brake power due to non - working brake cylinder.
16. APD similar to loco should be provided before BP & FP angle cock.
17. Traction Motor cables to be properly secured.

26/12/2021

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[of CORS Office's Letter No. Q/2011/01/2021-22-II/R, Dated 25.12.2021]

Measures for future improvement of the subject rolling stock

Statutory inspection of the rolling stock by the CRS/SC was carried out on 23.11.2021 at Old IOH Shed/Bangalore Railway Station of SWR. Para 24 of CRS/SC Inspection Report which suggests the measures for future improvement of the coach is reproduced below for taking necessary action for their implementation:

(i) It was observed that legroom in the both cabs of Tower Car is less. As tower car is meant for day-to-day routine inspection of OHE which require standing of more than one officials in Cab during foot plating etc., the less space may make it cumbersome and pose difficulties to Loco pilot to drive Tower Car. Hence, layout of tower car may be reviewed to increase the size of both the cabs by suitably utilising the available space and compromising the redundant facilities like removing of two berther when 4 berther can serve the purpose and removing the bath area as the same may not be required in departmental vehicles. There is possibility of increasing the leg space by shifting the central part of the driver's desk towards the coach body by rearranging cables and shifting the wiper mechanism on the upper portion.

(ii) Provision of standing arrangement to be incorporated in BW-DETC specification.

(iii) Provision of air-conditioning of driver's cabs may also be explored.

(iv) Provision of CCTV camera recording may be explored.

(v) Provision of bio-toilet to be explored.

(vi) OHE sensing device interlocking with lifting platform to be provided.

(vii) 8-wheeler tower cars with dual transmission system may be explored.

(viii) Provision of Stand-alone Emergency lights may be made.

(ix) Provision of Aerosol based fire suppression system inside control panels may be explored for future improvement as fire prevention measures.

(x) In case of only one traction motor working, Stock should be allowed to operate only at suitable restricted speed to clear the block section. Presently, it can run continuously with no speed limit thus overloading the motor continuously. Necessary instructions should be issued by RDSO in this regard.

(xi) Flexible type microphone and hands-free speaker like PA system may be explored in place of telephone.

(xii) Handle for switching battery on/off for 24 V DC battery to be provided on both sides.

(xiii) Pantograph provided for OHE stagger recording is very close to observation dome window. It may cause discomfort/fatigue to staff in case of prolonged observation/recording. In view of the above, feasibility of shifting the panto graph away from the dome or more inclination of seat backward may be explored.

(xiv) Heaters with fan are provided in both the cabs. Vane relay should be provided in these heaters to cut-off heaters if fan blades are jammed or free.

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25/12/2021

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(162)

No. HQ/EN/EC/GN/Misc-Engg./Vol-II **Dated. 06.01.2022**

Executive Director/Civil Engineering (G)
Railway Board,
Rail Bhawan
New Delhi

Sub: - Request for Addendum & Corrigendum Slip (ACS) No-6 to DFCC SSOD, January 2013 - **Regarding para.2.2.2, 2.2.3 & 9.2.2, 9.2.3 of Chapter-II&IX.**

1.0 While using Standard Schedule of Dimension for DFCC it has been noticed that DFC SSOD Para.2.2.2, 2.2.3 & 9.2.2, 9.2.3 of Chapter-II&IX of Building and Structures" require some modifications.

2.0 Accordingly, a draft Addendum & Corrigendum Slip (ACS) No-6 has been prepared and attached as Annexure-A.

3.0 It is requested to kindly issue a suitable modification in this regard.

DA: As above

Ajay Kumar 7.1.22
(Ajay Kumar)
ED/Infra-I/EDFC/CO

RDSO

Annexure-A

Addendum and Corrigendum Slip (ACS) No. 6 to SSOD for Dedicated Freight Corridor of Indian Railway, 2013

1.0 First line of Para 2.2.2 and 9.2.2 of Chapter- II & IX, **"Buildings and Structures"** should be replaced as below:

Minimum horizontal distance from centre of track to a pillar, column, lamp or similar isolated structure (On goods platform):

2.0 First line of Para 2.2.3 and 9.2.3 of Chapter- II & IX, **"Buildings and Structures"** should be replaced as below:

Minimum horizontal distance from centre of track to any structure (other than goods platform):

Arun Kumar