S.No. 1147

भारत सरकार - रेल मंत्रालय
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No. MW/SPD/BG/BFNS Dated: 13.08.2019

महा प्रबंधक (इंजी),

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

Sub: Final speed certificate of Broad Gauge Bogie Flat Steel Wagon type 'BFNSM22.9' for operation over Indian Railway B.G. route.

1.0 Broad Gauge Bogie Flat Steel Wagon type BFNSM22.9 to RDSO drawing No. WD-14035-S-02-Alt.-2 with maximum axle load of 22.9t has been designed for maximum speed of 110 kmph. BFNSM22.9 wagons are being used for carrying steel coils. The design parameters and salient features of 22.9t axle load BFNSM22.9 wagon have been shown in RDSO Drg. No.WD-14035-S-02- Alt.-2 & Annexure-I.

1.1 In order to assess the riding quality and stability behavior of 'BFNSM22.9' wagon in empty and loaded condition, detailed oscillation trials have been conducted over Mahoba (MBA) - Khajuraho (KURJ) section of North Central Railway. The results of the trial are given in RDSO Report no. RDSO/2019/TG/MT-1604/F Rev.-0 Amendment –Nil of 26 April 2019. Oscillation trial results indicate that 'BFNSM22.9' wagon has exhibited satisfactory riding and stability behaviour up to a test speed of 110 kmph in empty and loaded condition on locations/stretches as per current revisions of "Third Report of Standing Criteria Committee" on track maintained to other than C&M-I, VoL-I Standard.

1/8

2.0 Based on the design features and details given in Annexure-I and satisfactory test results as indicated in RDSO Report no. RDSO/2019/TG/MT-1604/F Rev.-0 Amendment –Nil dated 26 April 2019, it is certified that **'BFNSM22.9'** wagon of axle load 22.9t to RDSO Drg. No. WD-14035-S-02-Alt.-2 may be permitted to run up to **maximum speed of 100 kmph in empty and loaded condition** subject to the following conditions:

2.1 Track

2.1.1 (i) **For loaded condition –**

Maximum speed upto 60 kmph

The track shall be to a minimum standard of 52Kg (90 UTS) rail laid on PSC sleeper with 1540 Nos./Km on 300 mm ballast cushion below the sleepers which may consist of 150 mm clean and rest in caked up condition.

(ii) **For Empty condition –**

Maximum speed upto 95 kmph

The track shall be to a minimum standard of 52Kg(90UTS) 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.

Maximum speed upto 60 kmph

The track shall be to a minimum standard of 52Kg(72UTS) 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.

2.1.2 For track maintained to lower standard than that mentioned above, the Chief Engineer shall decide the lower maximum permissible speed on the basis of maintenance condition. In this connection, Railway Board's letter No. 65/WDO/SR/26 dated 19/20-10-1966 may be seen. When the Chief Engineer considers that the road bed is not compacted or there is improper drainage, he shall suitably restrict the maximum permissible speed depending upon the local conditions.

2.1.3 The welds shall be protected by joggled fish plates as per provisions of Para 6.4 and Para 8.14 of USFD Manual and Para 6.3 of AT welding manual and other policy instructions of Railway Board. The maintenance of Rails and Rail joints shall be ensured as per Para 250 & 251 of IRPWM. In addition, wherever condition warrants on account of corrosion on rail/weld collar, wear on rail, cupping of welds etc., necessary precautions shall be taken for fish plating/joggled fish plating.

2.1.4 Zonal Railway shall ensure further detailed examination of track as deemed fit, based on the age cum condition basis, overdue renewal and condition of formation etc. as per provisions of Chapter-III of IRPWM-2004 regarding permanent way renewals.

2.1.5 The maximum permissible speed on curves shall be decided on the basis of the existing provision of Indian Railway Permanent Way Manual Reprint-2004.

2.2 Bridges

2.2.1. The clearance refers to Bridges "Standard Spans" with standard design of girders, slabs, pipe culverts, piers and abutments etc. issued by RDSO for BGML, RBG and MBG-1987 Standard loadings. However, the bearings of span 76.2m (clear) designed for BGML standard loading as per RDSO's drawing No. BA-11154 shall be strengthened by providing two additional anchor bolts.

2.2.2 Superstructure & Bearings of "Special Spans" (designed and constructed by Zonal Railways based on site requirements) including all arches and substructure of all bridges (all Standard Spans & Special Spans) are to be examined under the directions of the Chief Bridge Engineer concerned and certified safe with respect to current Indian Railway Standard Codes with up to-date correction slips.

2.2.3 Other specific restrictions are applicable which are indicated in relevant Speed Certificates of hauling single/multiple locomotives issued by RDSO.

2.2.4 This clearance is subject to the following parameters of 'BFNSM22.9' wagon.

- Maximum axle load (empty) - 5.9 t
- Maximum axle load (Loaded) - 22.9 t
- Maximum braking force at Rail level per axle - 10 % of axle load
- Maximum C.G height from Rail level (Empty) - 828 mm
- Maximum C.G height from Rail level (Loaded) - 1698 mm
- Track Loading density (gross) - 8.35t/m

2.2.4.1 For regular operation, when bridges will be fully loaded by Wagons, following restrictions will apply:-

(i) In empty condition, there are no speed restrictions on bridges of BGML/RBG/MBG Loading Standards for proposed speed of 100 kmph.

(ii) All Standard spans up to 47.25m (all effective) of BGML/RBG/MBG Loading Standards shall be restricted to 75kmph.

(iii) Standard spans of 63.0m & 78.8m (effective) of BGML/RBG/MBG Loading Standards shall be restricted to 60 kmph.

(iv) Track on bridges and approaches of BGML span 78.8m (effective) shall be strengthened or modified in such a way so as to allow for dispersion of longitudinal force as per clause 2.8.3.2 of IRS Bridge Rules. In cases where dispersion can not be allowed as per clause 2.8.3.2 such as due to provision of SEJ in bridges etc., the bridge superstructure including bearings and sub-structure shall be checked for longitudinal force without dispersion and certified safe by the Chief Bridge Engineer concerned.

2.2.5 Location of bridges on which speed restrictions are imposed shall be notified by the Zonal Railways and incorporated in the working timetable so that all operating staff is aware of the instructions.

2.2.6 The above clause have been arrived considering bridges are in physically sound condition. In case the bridges are not in satisfactory physical condition, necessary speed restriction to be imposed by concern Chief Bridge Engineer of the Zonal Railway.

2.2.7 The directives of RDSO for operation of CC+8+2t, axle load 22.82t communicated vide RDSO Letter no. CBS/Golden/Q/Strength dated 21/27-07-2009 shall also be followed.

2.3 Signalling

2.3.1 Provisions of GR, SR, SEM & all extant instructions issued from time to time shall be complied with.

2.3.2 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.

2.3.3 On the sections where EBD of more than 1 km is to be catered for, second distant signal or automatic signalling shall be available failing which suitable speed restrictions is to be imposed.

2.3.4 In the normal single phase 25KV AC electrified section where electric locomotive is used, provision given in Para 22.6,22.7,22.8,22.9 &22.10 of SEM Pt.II regarding maximum permissible length of track circuits, signal feed, maximum permissible length for operation of point motor, use of block instruments and use of track circuits such as DC Track circuit/AFTC shall be complied by the Railway.

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

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

2.3.7 It is necessary to provide means/arrangements to put back the home signal and last stop signal to its "ON" position immediately after passage of the train.

2.3.8 The condonation regarding infringements in schedule of dimensions, if any, shall be obtained in accordance with local conditions, before initiating the operation.

2.3.9 **Precaution for Automatic signalling system working:**

For running through the train at a station, the last stop signal shall not be taken "OFF" at the station unless:

a) The sections up to the station in advance is clear, and

b) At the station in advance, the route of the train is clear, correctly set and locked for reception of train.

c) All manned level crossing gates in a stretch of block sections referred to above are closed to road traffic and locked.

2.3.10 **Precautions for Absolute block system working:**

For running through the train at a station, the signals shall not be taken 'OFF' at the station unless:

a) The section up to the station in advance is clear and the station in advance has confirmed that it has obtained permission to approach from the next station.

b) At the station in advance, the route for the run through of the train via main line is clear, correctly set and locked.

c) All manned level crossing gates in a stretch of two block sections referred to above are closed to road traffic and locked.

2.4 Rolling Stock

2.4.1 Before initiating the operation, PCME of the concerned Zonal Railway shall arrange to certify the track worthiness and safety of the rolling stocks. He shall also ensure the proper maintenance of the rolling stock.

2.4.2 Brakes of the rake of the wagons shall be in good working order during the operation.

2.5 Traction Installation

2.5.1 In 25kV A.C. traction area, the CEE of the Railway shall have to ensure that the minimum height of contact wire and electrical clearances as stipulated in provision of chapter-V and V-A, Electric Traction "Schedule of Dimension of 1676 mm gauge (BG) revised 2004" with latest Addendum & corrigendum slips is not violated and strictly followed to ensure its safe running.

2.5.2 In addition to above, the Chief Electrical Engineer of the concerned Railway may impose any temporary speed restriction on the basis of personal knowledge, experience of the Sectional OHE and the field conditions prevailing on the particular Section.

2.5.3 When the wagon is being moved, 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.

2.6 General

2.6.1 BFNSM22.9 wagons do not infringe with any clauses of chapter IV-A of IRSOD-2004.

2.6.2 All the permanent and temporary speed restrictions in force and those that may be imposed from time to time due to curves, bridges, track, signaling and inter-locking etc. shall also be observed. In this connection, the speed on curve shall be in accordance with para 2.1.5 of the speed.

2.6.3 The maximum permissible speed of empty & loaded wagon in the siding at originating point and destination shall be decided by the Chief engineer concerned.

2.6.4 USFD testing should 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 as per USFD Manual may be continued.

संलग्नक:

1. Drg. No. WD-14035-S-02 Alt. 02
2. Annexure-I
3. Annexure-II (Soft/PDF copies in CD)
    a. WD-17-Casnub-22HS Bogies-92
    b. RDSO Drg. No. WD-89025-S-01
    c. Railway Board letter No. 65/WDO/SR/26 dated 19/20.10.1966
    d. RDSO Drg. No. BA-11154
    e. Wheel Specification No. R 19/93 Pt. I
    f. Para 2.8 of Chapter 2 of IRCA Part-III
    g. Brake Rigging Drg. No. WD-14035-S-10
    h. Brake Diagram Drg. No. WD-14035-S-09
    i. CBC Spec. No. WD-70-BD-10
    j. Draft Gear Spec. No. WD-66-BD-06
    k. Inspection & Maintenance Manual of CBC
        (i) G-80 (For workshop staff)
        (ii) G-76 (For line staff)
    l. Bogie Maintenance Manual G-95
    m. Indian Railway Permanent Way Manual Reprint-2004
    n. Max. Moving profile of 1D (EDO/T-2202) of IRSOD, revised 2004.
    o. USFD-2012

30/8/19

(वी. कें. अग्रवाल)
कार्यकारी निदेशक मानक/चालन शक्ति

प्रतिलिपि:

(1) सचिव (मैकेनिकल /इंजी), रेलवे बोर्ड, रेल भवन,नई दिल्ली – 110001

(2) मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ–226001

(3) महा प्रबंधक (मैकेनिकल/यातायात/संकेत एवं दूरसंचार),
- (i) मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई– 400 001.
- (ii) पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700 001.
- (iii) उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली – 110 001.
- (iv) दक्षिण रेलवे, पार्क टाउन, चेन्नई – 600 003.
- (v) दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद – 500 071.
- (vi) दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता – 700 043.
- (vii) पूर्वोत्तर रेलवे, गोरखपुर – 273 012.
- (viii) पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी – 781 011.
- (ix) पश्चिम रेलवे, चर्चगेट, मुम्बई – 400 020.
- (x) पूर्व मध्य रेलवे, हाजीपुर – 844 101.

(xi) पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर,–751 016.
(xii) उत्तर मध्य रेलवे, हास्टिंग रोड ,इलाहाबाद – 211 001.
(xiii) उत्तर पश्चिम रेलवे, जयपुर – 302 006.
(xiv) दक्षिण पश्चिम रेलवे, हुबली – 580 023.
(xv) पश्चिम मध्य रेलवे, जबलपुर – 482 001.
(xvi) दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर – 495 004.
(xvii) अध्यक्ष एवं प्रबंध निदेशक, कोंकण रेलवे कार्पोरेशन लिमिटेड, पोस्ट बाक्स नं0 9, बेलापुर भवन, सेक्टर –11, सीबीडी बेलापुर,नवी मुम्बई – 400614

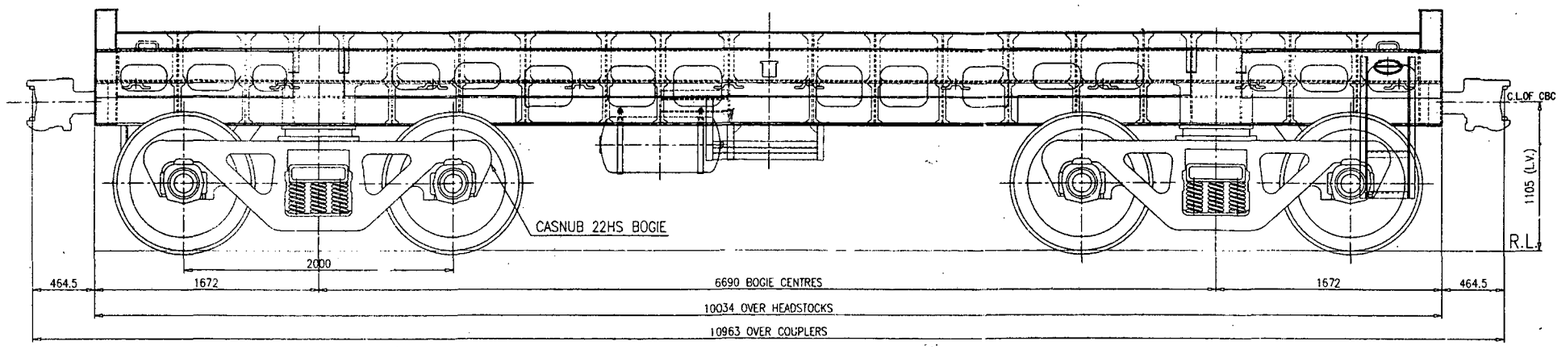
संलग्नक:

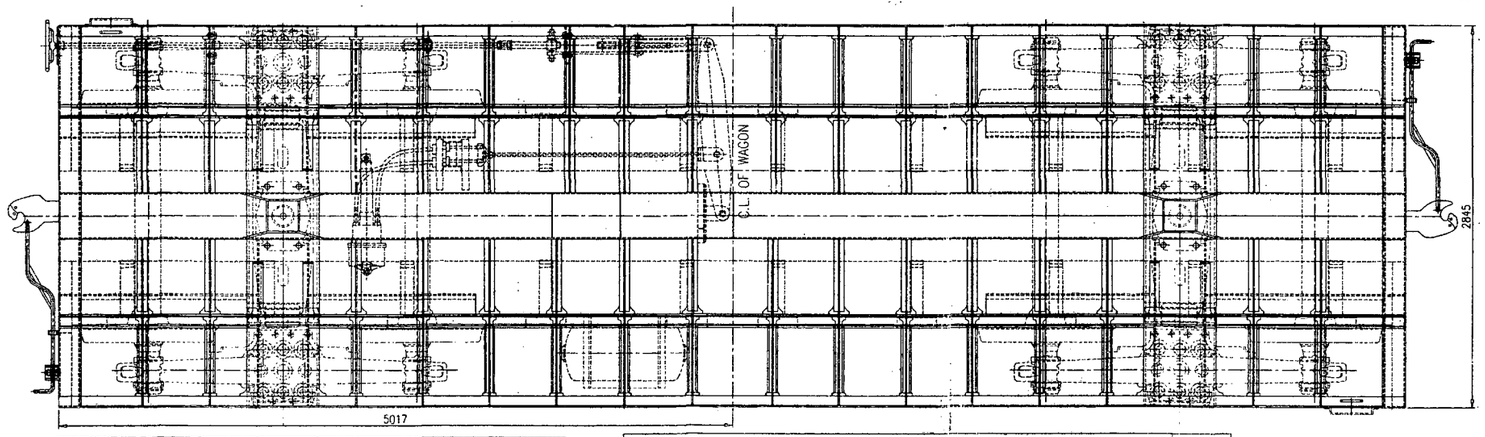
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3. Annexure-II (Soft/PDF copies in CD)
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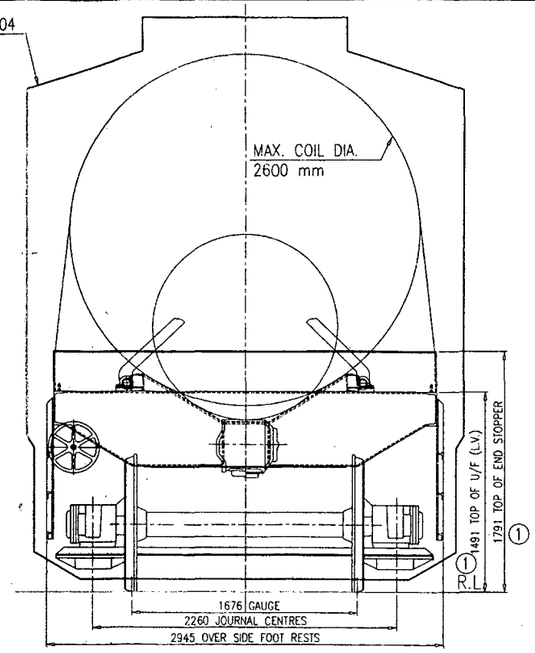
(वी. के. अग्रवाल)
कार्यकारी निदेशक मानक/चालन शक्ति

Salient features of Bogie Flat Steel Wagon type "BFNSM22.9". As per Diagram Drawing No. WD-14035-S-02 Alt. 2

S. No.	Description	Details
1	Principal parameter of Rolling Stock	Length over coupler= 10963 mm Bogie Center = 6690 mm Wheel Base = 2000 mm Axle load (loaded) = 22.9 t Max. height from Rail Level= 1791mm
2	Bogie and Wheel	Casnub 22HS bogie to RDSO Spec. No. WD-17-CASNUB-22HS-BOGIE-92 1000 mm diameter wheels to RDSO Drg. No. WD-89025-S-01 and Specification No. R-19/93 Pt-I
3	Brake system	Bogie Mounted Brake System
4	Brake rigging, brake ratio and parking brake	Brake rigging to RDSO drawing No. WD-14035-S-10 and Brake Diagram No. WD-14035-S-09 Brake Ratio (loaded)=18.42% Brake Ratio (empty)=41.39% Hand (parking) Brake=11.31%
5	Coupler and buffer	Coupler to RDSO specification No. WD-70-BD-10 Draft Gear to RDSO specification No. WD-66-BD-06/WD-71BD-15.
6	Periodic maintenance schedules and standards (safety limits) to be followed in respect to safety items	a. Bogie maintenance manual G-95 b. For wheel and axle refer Para 2.8 of chapter 2 of IRCA Part-III-1973
7	Instructions regarding operation of rolling stock in case of failure of any of the safety items	c. Coupler maintenance manual G-76 (For line staff) d. Coupler maintenance manual G-80 (For workshop staff)
8	carrying capacity	Carrying capacity= 69.6 t







WAGON DATA	UNDER TARE (mm.)	
HEIGHT OF CBC. FROM R.L.	1105	
DISTANCE BETWEEN WHEEL FLANGES AND FLOOR	462.5	①
DISTANCE BETWEEN TOP & BOTTOM SIDE BEARERS	NIL	
TOP OF THE SOLE BAR	1491	①

BOGIE DATA	UNDER TARE (mm.)
HEIGHT OF BOTTOM OF BOGIE FRAME FROM R.L. AT CENTRE	165
DISTANCE FROM R.L. TO TOP OF PIVOT	931.5
DISTANCE FROM R.L. TO TOP OF BOGIE SIDE BEARER	920.5
HEIGHT OF SPRINGS	250.5

SUMMARY OF WEIGHT (ESTIMATED)	TONNES	
UNDERFRAME COMPLETE	9.33 t	②
TWO CENTRE BUFFER COUPLER COMPLETE (NON- TRANSITION)WITH YOKE & TWO DRAFT GEARS	1.32 t	
HAND BRAKE GEAR ON U'FRAME AND AIR BRAKE EQUIPMENT INCLUDING PIPING ETC	0.55 t	②
BOGIE COMPLETE	10.80 t	
ESTIMATED TARE	22.0 t	②
CARRYING CAPACITY	69.6 t	②
GROSS WEIGHT PER METER RUN OVER COUPLING FACES	8.35 t/m	
RATIO OF CARRYING CAPACITY TO TARE	3.16	②
GROSS WEIGHT AS PER AXLE LOAD (22.9X4)	91.6 t	
RAKE THROUGHPUT	4036 t	②
NO.OF WAGON PER RAKE	58	

NOTE:-

THE LOADING SHOULD BE SUCH THAT :
1. THE LOAD ON ANY BOGIE SHOULD NOT EXCEED 22.9t AXLE LOAD.
2. LOADING SHOULD BE SYMMETRICAL ON BOTH BOGIES.

ALT.	ITEM	AUTHY.	DESCRIPTION	DATE	ASSLY. DRGS.
②	-	WD-18052	SUMMARY OF WEIGHT REVISED	08/18	-
①	-	WD-17061	TOP OF U/F & END STOPPER REVISED	10/17	-

PRELIMINARY SKETCH — ONLY FOR PROTOTYPE APPLICATION UNDER GUIDANCE OF R.D.S.O.(WAGON)

SUPERSEDED BY | DATE | SUPERSEDES | DATE

BOGIE FLAT STEEL WAGON TYPE 'BFNSM 22.9'

SCALE 1:1 | PASSED G.R.SHARMA | CHECKED RAJESH TANWAR | DRAWN SURENDRA SA 12/14 | COMPARED | J.S.NO. WD-14035 12/14

DIAGRAM

B.G. | R.D.S.O. [W] | GROUP

WD-14035-S-02

A1

1160

भारत सरकार - रेल मंत्रालय
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Research Designs & Standards Organisation
Lucknow - 226 011
DID (0522) 2450115
DID (0522) 2465310

Fax No. 0522-2453916

No. MW/SPD/BG/BFNS Dated: 18.09.2019

महा प्रबंधक (इंजी),

1. मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई– 400 001.
2. पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700 001.
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9. पश्चिम रेलवे, चर्चगेट, मुम्बई – 400 020.
10. पूर्व मध्य रेलवे, हाजीपुर – 844 101.
11. पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर,–751 016.
12. उत्तर मध्य रेलवे, हास्टिंग रोड ,इलाहाबाद – 211 001.
13. उत्तर पश्चिम रेलवे, जयपुर – 302 006.
14. दक्षिण पश्चिम रेलवे, हुबली – 580 023.
15. पश्चिम मध्य रेलवे, जबलपुर – 482 001.
16. दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर – 495 004.

Sub: Amendment No. 01 to Final speed certificate of Broad Gauge Bogie Flat Steel Wagon type 'BFNSM22.9' for operation over Indian Railway B.G. route.

Ref.: RDSO Speed Certificate of even no. dated 13.08.2019.

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Vide reference above, R.D.S.O. has issued the Speed Certificate of BG Bogie flat steel wagon type 'BFNSM22.9' for operation. There are some typographical error of mentioning the operational maximum speed found in Para 1.1 and 2.0. Accordingly the para 1.1 and 2.0 of speed certificate have been amended. Now the para 1.1 and 2.0 shall read as:

"1.1 In order to assess the riding quality and stability behavior of 'BFNSM22.9' wagon in empty and loaded condition, detailed oscillation trials have been conducted over Mahoba (MBA) - Khajuraho (KURJ) section of North Central Railway. The results of the trial are given in RDSO Report no. RDSO/2019/TG/MT-1604/F Rev.-0 Amendment –Nil of 26 April 2019. Oscillation trial results indicate that 'BFNSM22.9' wagon has exhibited satisfactory riding and stability behaviour up to a test speed of 105 kmph in empty and 110 kmph in loaded condition on locations/stretches as per current revisions of "Third Report of Standing Criteria Committee" on track maintained to other than C&M-I, VoL-I Standard.

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2.0 Based on the design features and details given in Annexure-I and satisfactory test results as indicated in RDSO Report no. RDSO/2019/TG/MT-1604/F Rev.-0 Amendment –Nil dated 26 April 2019, it is certified that **'BFNSM22.9'** wagon of axle load 22.9t to RDSO Drg. No. WD-14035-S-02-Alt.-2 may be permitted to run up to **maximum speed of 95 kmph in empty and 60 in loaded condition** subject to the following conditions:"

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प्रतिलिपि:

(1) सचिव (मैकेनिकल /इंजी), रेलवे बोर्ड, रेल भवन,नई दिल्ली – 110001

(2) मुख्य रेल संरक्षा आयुक्त, अशोक मार्ग, लखनऊ–226001

(3) महा प्रबंधक (मैकेनिकल / यातायात / संकेत एवं दूरसंचार),
- (i) मध्य रेलवे, छत्रपति शिवाजी टर्मिनस, मुम्बई– 400 001.
- (ii) पूर्व रेलवे, फेयरली प्लेस, कोलकाता – 700 001.
- (iii) उत्तर रेलवे, बड़ौदा हाउस, नई दिल्ली – 110 001.
- (iv) दक्षिण रेलवे, पार्क टाउन, चेन्नई – 600 003.
- (v) दक्षिण मध्य रेलवे, रेल निलायम, सिकन्दराबाद – 500 071.
- (vi) दक्षिण पूर्व रेलवे, गार्डेन रीच, कोलकाता – 700 043.
- (vii) पूर्वोत्तर रेलवे, गोरखपुर – 273 012.
- (viii) पूर्वोत्तर सीमान्त रेलवे, मालीगॉव, गुवाहाटी – 781 011.
- (ix) पश्चिम रेलवे, चर्चगेट, मुम्बई – 400 020.
- (x) पूर्व मध्य रेलवे, हाजीपुर – 844 101.
- (xi) पूर्व तटीय रेलवे, बीडीए रेंटल कालोनी, रेलवे काम्पलेक्स, चन्द्रशेखरपुरा, भुवनेश्वर,–751 016.
- (xii) उत्तर मध्य रेलवे, हास्टिंग रोड ,इलाहाबाद – 211 001.
- (xiii) उत्तर पश्चिम रेलवे, जयपुर – 302 006.
- (xiv) दक्षिण पश्चिम रेलवे, हुबली – 580 023.
- (xv) पश्चिम मध्य रेलवे, जबलपुर – 482 001.
- (xvi) दक्षिण पूर्व मध्य रेलवे, आर ई आफिस काम्पलेक्स, बिलासपुर – 495 004.
- (xvii) अध्यक्ष एवं प्रबंध निदेशक, कोंकण रेलवे कार्पोरेशन लिमिटेड, पोस्ट बाक्स नं0 9, बेलापुर भवन, सेक्टर –11, सीबीडी बेलापुर,नवी मुम्बई – 400614

संलग्नक: RDSO Speed Certificate of even no. dated 13.08.2019.

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